City of South Gate/OLDA Southern Rail Corridor Community Impacts and Opportunity Assessment

PREPARED FOR:
City of South Gate

PREPARED BY:
Orangeline Development Authority

OLDA
HIGH SPEED TRANSIT

March 2013

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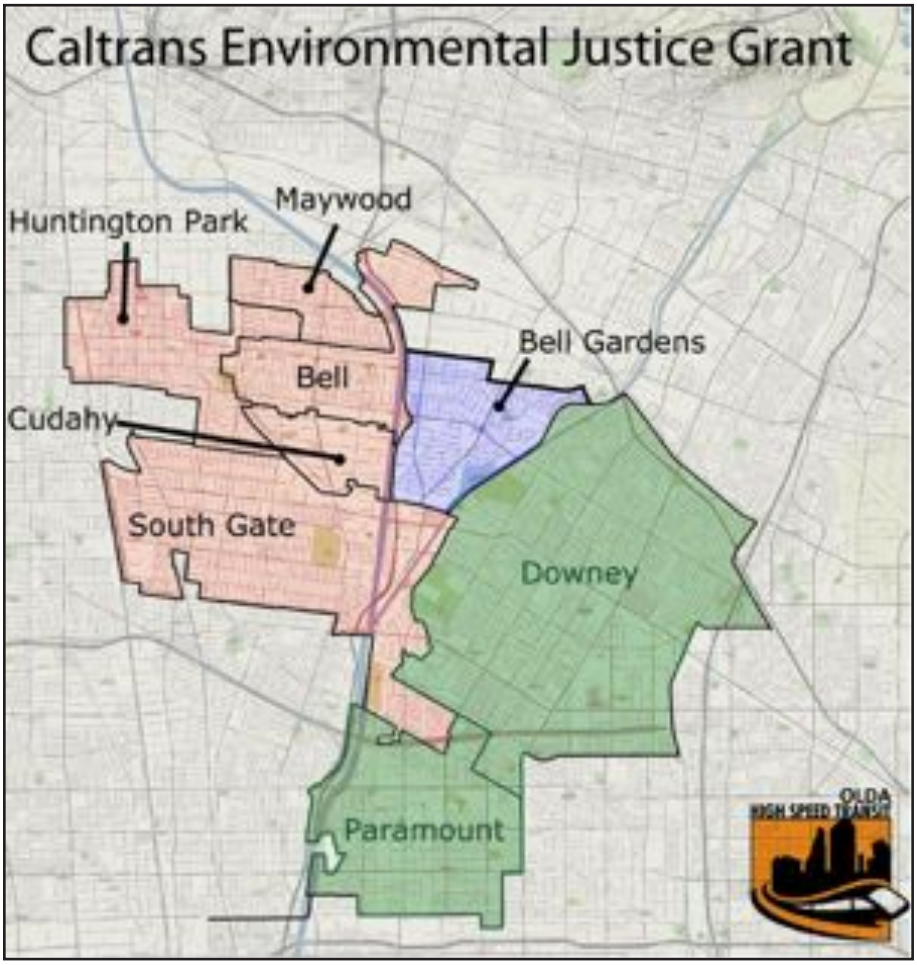
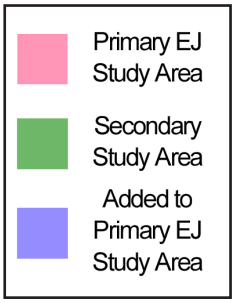
Executive Summary

The purpose of the study was to assess community impacts and address environmental justice goals and objectives relative to the development of a transit corridor. The transit corridor will provide regional connectivity to cities located in the environmental justice project area and to other locations in the corridor and region.

In February, 2011, the City of South Gate, in cooperation with the Orangeline Development Authority (OLDA) and six (6) other neighboring jurisdictions including, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount, initiated a 24-month environmental justice study funded by the California Department of Transportation.

These cities were joined during this study by the City of Bell Gardens. According to a report prepared by Gateway Cities Council of Governments, (2012), the cities of Huntington Park, Bell, Maywood and Bell Gardens all have median incomes of less than $40,000, with more than 22% of the population living below the poverty line, an unemployment rate over 15%, and include some of the densest areas in Los Angeles.





Legend

Environmental Justice is the “fair treatment and meaningful involvement of all people in the development, implementation, and enforcement of environmental laws, regulations and policies (US EPA, 2011).”

The guiding Environmental Justice principles followed by the United States Department of Transportation and the Federal Transit Administration, minimize or mitigate disproportionately high and adverse human health and environmental impacts on minority and low-income populations. The purpose is to assure full and fair participation in the decision making process and to prevent the denial, reduction, or significant delay in the distribution of transportation service by minority and low-income populations. This area faces significant transportation challenges, affecting access and use of existing public transportation service and impacts economic vitality within the corridor. The corridor has a high percentage of transit dependent households with limited transportation options. Proposed alternatives evaluated in this study area will serve the community and provide alternative modal choices and connectivity benefits.

The process undertaken by OLDA and the project team developed broad based participation in the project area. The process used an interactive approach that employed a number of outreach strategies.

These strategies were designed to create community participation through a sense of ownership and empowerment. This was achieved by working with community leaders, elected officials and city staff. The OLDA team focused its efforts by providing information, facilitating rather than directing the community through an emphasis of a “bottoms-up” approach to develop context sensitive planning solutions. This required OLDA team members to assist the community in understanding project options and alternatives while facilitating learning in a manner sensitive to each community.

The project process was challenging, time-consuming and required substantial interaction with each community. The team worked to identify short term wins (such as approval of the alternative analysis, station planning, and new transit oriented development policies) intended to achieve ultimate objective of building a new urban rail line to serve the communities in the EJ project area.

The Study supported activities related to a $1.8 million alternative analysis funded by the Southern California Association of Governments (SCAG). The Study recommended two preferred alignments (West Bank Alternative 3 and East Bank). The study focused on two potential technologies:

	Potential Benefits	Potential Challenges
Light Rail Alternative	Highest Corridor transit ridership of proposed alternatives, relatively high travel speed and short travel time, improved local and regional service, a new type of mode in the Corridor, consistent with local land use and economic plans, air quality and climate change benefits, increased range of service for work related travel, connectivity to Metro rail system.	This alternative would result in environmental impacts, including noise, vibration, and traffic impacts, which would require mitigation. This option has the second highest capital and operating costs.
Low Speed Maglev	High Corridor transit ridership, relatively high travel speed and short travel time, lowest operating cost of guideway alternatives, improved local and regional service, increased range of service for work related travel, consistent with local land use and economic development plans, air quality and climate change benefits, lowest noise, vibration, and traffic impacts of the guideway alternatives	This alternative has resulted in implementation concerns due to unknown cost and schedule constraints to develop a technology that has not been implemented in the U.S. In addition, this option requires the highest level of property acquisition and would result in significant environmental impacts, including noise, privacy, aesthetic, and cultural resource impacts. This type of system would not be compatible with the existing transit network and would require identification of a system operator. This alternative has the highest capital cost and the highest CEI at $89.90.

The Final Draft Alternative Analysis report was issued in March 2012. Recommendations made by the technical advisory and steering committees were considered by SCAG in the final report which was completed in June 2012 and then adopted by the SCAG Regional Council in February 2013.

The final study recommended further action by Metro and the Orange County Transportation Authority which own the right-of-way and provide most of the regional and local transit service in the project area. The final study recommended:

Technology options: No build, transportation system management or light rail transit

Alignments: West Bank 3 or East Bank (see attachment B or C)

The SCAG Alternative Analysis raised important issues related to the unmet mobility needs of residents of EJ communities. The study emphasized the critical need to develop plans which would increase regional connectivity from the EJ study area to employment-related destinations in downtown Los Angeles and other activity centers.

In addition, OLDA staff developed the following specific recommendations regarding environmental justice impacts and opportunities for the transit corridor:

- Future improvements to transit service within the EJ study area should address unmet home-to-work transit trip need and enhance local and regional connectivity;
- Actively encourage and seek EJ community involvement and input on future studies related to the OLDA transit project; and
- Educate EJ communities about the benefits of encouraging TOD opportunities at proposed station locations with the EJ study area toward the goal of developing land use planning approaches in an around individual station sites that will succeed in optimizing economic development and enhancing employment within EJ cities.

"Make sure our residents get an affordable transit option and be part of the decision making process."

-Councilmember Maria Davila, City of South Gate

Project Impacts and Transportation Planning Issues to Address

- Limit negative impacts on homeowner property values
- The selected alternative should cause minimal displacement to homes and/or businesses
- Ensure access to businesses and commercial enterprises during project construction periods
- Project should be developed to minimize congestion on local streets within EJ communities
- Ensure availability of adequate parking on local streets; address local parking policies and resolve issues that may be created by the project
- Address grade separation issues to ensure optimal traffic flow and circulation
- Spacing of rail stations should allow for maximum train speed
- Select a project alternative which is compatible with existing local and regional public transportation systems

Unmet Transit Needs

- Transit project should address long overdue transit need and provide transportation options for the EJ cities, including improved access and connectivity to local and regional destinations
- There is a significant need for greater connectivity to employment centers

- Intercommunity linkages should be improved/created (in and between communities and between stations)

Environmental

- Assure community understanding of potential environmental impacts that may be created
- Location and proximity of rail stations adjacent to residential areas should not create negative pollution or noise impacts
- Mitigate noise impacts due to train vibration and whistles

Economic Development

- Economic development and jobs creation must be achieved in development of the transit corridor project
- Identify and create an environment that maximizes opportunities for public/private development and financial investment

Cost and Funding

- Fares/pricing of services should be reasonable
- Information on project costs and real impacts to taxpayers should be clarified for the public
- Identify funding sources necessary to finance the project

Other Frequently Raised Issues/Questions

- Develop a project timetable for the transit corridor project
- Continue to seek community participation in the local and regional project planning process

Recommendations

This environmental justice study recognized the importance of public participation in the decision making process. This included the provision of transportation planning support that includes the resources to empower the community and enhance the abilities of city staff and elected officials to participate in the transportation decision making process.

The study also identified the critical need to have local elected officials participate in the transportation decision making process. The study concluded that significant time commitments by elected officials representing the impacted cities is required. The elected officials met with key stakeholders and attended community and steering committee meetings. The elected officials were actively involved in developing policies for this study, the OLDA project and became vocal supporters for the project's improvements at the local and regional level. This has become a key and integral part of the OLDA project plan.

During the environmental justice project, OLDA staff worked closely with residents, businesses and community leaders. Considerable interest was demonstrated in the OLDA transit corridor project amongst all EJ stakeholder constituencies. It will be important to continue to build upon the level of community involvement as the project progresses through the regional planning process.

Other important findings and recommendations include:

- Given the demographics of the EJ communities in the study area, future outreach efforts conducted relative to the OLDA transit corridor project studies should ensure that presentations be given in a culturally sensitive manner and that language disparities are addressed. Printed information should be available in Spanish and other languages as needed for use in these communities. In addition, opportunities for special meetings and briefings in Spanish, and other languages, should be planned.

- The AA study developed criteria consistent with FTA and Federal Railroad Administration (FRA) to develop acceptable criteria that would determine the percentage of grade separations that would conceivably be constructed on the OLDA project. In response, a vast majority of EJ community leaders and residents expressed their views indicating that planners should include a higher number of grade separations within EJ cities to ensure that local circulation and traffic flow are not negatively impacted. Local issues related to EJ community concerns over the number of grade separations planned on the project will need to be discussed and addressed in future planning studies.

- The location of proposed rail stations in the Northern Connection area remains an issue for some EJ cities. Additional dialogue with EJ cities is needed to assist them in understanding how decisions are made about station locations, as well as, to begin to address station connectivity plans.

- EJ city business and community leaders expressed optimism for the OLDA project indicating that the project offers great opportunity for economic development and mitigation of environmental justice disparities which can result in significant positive community benefits. Community stakeholders concur that planners should consider all economically viable and sustainable alternatives that are compatible with the goals and objectives of the EJ communities.

- Economic development and creation of jobs was expressed as a priority within the EJ community. To promote these objectives, OLDA and their members should move forward to develop, refine, and analyze (TOD) station development options and identify refinements to community land use plans in and around individual station sites which would optimize positive economic opportunities for the communities within the EJ Study area.

Next Steps

It is critical to create opportunities for EJ stakeholder participation and involvement in the future planning for the OLDA transit project. Some next steps will include, but not be limited to:

- Strengthening community networks and continue to build interest and momentum within EJ communities to not only participate, but also to empower them to lead in upcoming regional transportation planning efforts associated with the OLDA project;

- Utilize the findings of EJ city local station and specific plans to secure financial investment and employment opportunities within the EJ study area; and

- Continue in their current efforts to create corridor-based TOD planning approaches to strengthen ties and encourage EJ communities to work together on the project.

Background

Environmental Justice is defined by the United States Environmental Protection Agency (EPA) as the "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" (EPA, 2013).

Under Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA), are required to "make environmental justice (EJ) part of their missions by identifying and addressing disproportionately high and adverse human health or environmental effects of funded programs, policies, and activities on minority populations and/or low-income populations (FTA, 2012). Environmental justice at FTA includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes as well as project-specific environmental reviews" (FTA, 2012).

In the Federal Circular C 4703.1 *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* the Federal Transit Administration (FTA) provides guidance to "State Departments of Transportation (DOT), Metropolitan Planning Organizations, public transportation providers, and other recipients of FTA funds on how to fully engage environmental justice populations in the public transportation decision-making process" (California State Senate, 2000). In addition, DOT Order 5610.2(a) sets forth the DOT policy to consider environmental justice principles in all DOT programs, policies, and activities. It describes how the objectives of environmental justice will be integrated into planning and programming, rule making, and policy formulation (FTA, 2012).

The guiding EJ principles followed by DOT and FTA are briefly summarized as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Under California Government Code Section 65040.12, "environmental 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." Consistent with the Federal EJ mission and guiding principles, the California Department of Transportation (Caltrans) established an Environmental Justice (EJ) grant funding program to:

"Overall community input is very important. We always want to know what people think."

- Kim Tachiki, Office of Lucille Roybal-Allard, U.S. House of Representatives

"promote the involvement of low-income and minority communities… and in the planning for transportation projects. EJ grants have a clear focus on transportation and community development issues to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development." Projects approved for funding must include "*public participation components that address the interests of low-income, minority, Native American, and other under-represented communities. In many cases, these communities do not have the resources to influence transportation decisions and project outcomes. Therefore, the EJ grant program helps disadvantaged communities get involved to produce an outcome with community input"* (California Department of Transportation, 2007).

In February, 2011 the City of South Gate, in cooperation with Orangeline Development Authority (OLDA) and six (6) other neighboring local jurisdictions, initiated a 24-month Caltrans EJ study for the purposes of assessing community impacts and addressing environmental justice goals and objectives relative to the development of the OLDA transit corridor to provide regional connectivity to cities located in the project area with Union Station in downtown Los Angeles. This report documents the methodologies, work activities and findings arising from completion of Tasks 2, 3 and 4 of the EJ study Scope of Work.

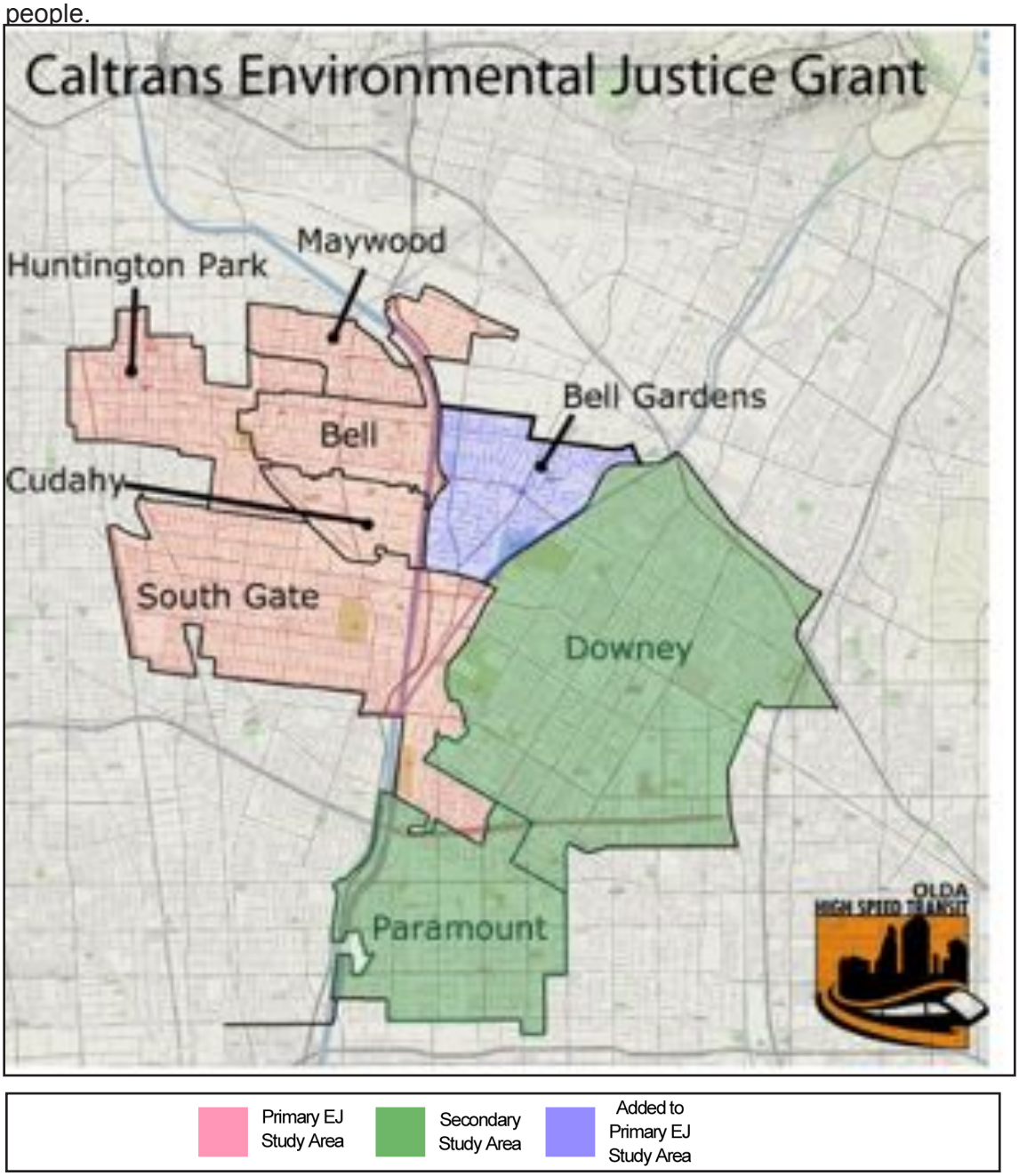
South Gate/OLDA Environmental Justice Study Objectives

The EJ study process offered the City of South Gate and OLDA the opportunity to accomplish a number of local and subregional objectives, including but not limited to:

- Introducing the OLDA rail transit system project to the impacted communities;
- Educating and promoting active community participation in local and regional planning processes associated with the transit project;
- Developing a solid understanding of these low income and disadvantaged populations through creation of demographic and socioeconomic profiles of the EJ cities using 2010 Census data;
- Assessing whether minority and low-income communities are receiving a fair share of benefits, or a disproportionate share of burdens; and

- Identifying and beginning the process to find ways to mitigate any economic, social and environmental justice issues within the southern segment of the OLDA corridor.

The City of South Gate and the other local jurisdictions who participated in the EJ study, the cities of Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount, are geographically located in the southeast or “Gateway Cities” subregion of Los Angeles County and in the OLDA southern segment of the OLDA corridor, southeast of downtown Los Angeles. Subregional planning for this geographic area of the county is coordinated through the Gateway Cities Council of Governments (COG), which encompasses a population of approximately 2.4 million people.



While some demographic and socioeconomic factors suggest that Bellflower and Paramount may be in need of study in the future related to environmental justice, this project placed particular emphasis on the cities of South Gate, Huntington Park, Bell, Cudahy and Maywood. The City of Bell Gardens also became involved in the study efforts because of their close proximity to one of the OLDA stations, as well as, the city's interest in OLDA. The City of Bell Gardens became an OLDA member on September 24, 2012,

These cities currently endure greater and disproportionately higher adverse environmental impacts. These communities also have significantly larger minority and low-income populations in comparison with almost all other communities in Los Angeles County.

An integral part of the study effort involves the identification and assessment of rail station locations as well as establishing collaborative working relationships between cities in the OLDA corridor. Since the City of Downey shares a station with South Gate, the Downey station was included as an element of the EJ study.

OLDA is a 15-member Joint Powers Authority (JPA) created to develop a high speed, grade separated, environmentally friendly and energy efficient transit system connecting Santa Clarita to Cerritos via Downtown Los Angeles. OLDA served as a sub-recipient of the South Gate grant funds and as an integral and active project partner on the EJ study providing the City of South Gate with a significant level of project participation and oversight, as well as, management of consultants assigned to work on the project.

"These corridors are very important to our regional economy not only due to the availability of industrial zoning but also because they represent areas of high unemployment and underemployment, while being under – served, and this, therefore, clearly calls for economic and environmental justice."

- Jim MacLellan and Norman Arikawa, Port of Los Angeles

Southern California Association of Governments (SCAG) Pacific Electric Right-of-Way/West Santa Ana Branch Alternatives Analysis (AA) Study

The most significant study, which was initiated by the Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA), in cooperation with OLDA in February 2010, was the Pacific Electric Right-of-Way/West Santa Ana Branch (PEROW/WSAB) Alternatives Analysis (AA).

OLDA supported and contributed to the activities of SCAG and their consultant team by encouraging community participation in the AA study and by providing considerable planning and document review and analysis to facilitate EJ cities participating in the Alternative Analysis decision-making process.

Active involvement by study area elected officials, stakeholders, businesses, residents, OLDA and their consultants was critical to SCAG in ultimately identifying the most viable transit project alternatives under consideration. The issues and alternatives recommended for further study as a result of the AA study are discussed later in this report.

Additional Planning Efforts Underway

In addition to the SCAG AA study, several planning studies are being conducted and/or are planned in 2013, as described below:

Federal Transportation Land Use (TLU) Planning Grant

A transportation land use grant through the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) was initially awarded to the City of Cerritos. The grant was pursued by the City of Cerritos and facilitated by Congresswoman Linda Sanchez. Upon receipt of the grant award by Linda Sanchez's office, the City of Cerritos reassigned the grant funds to OLDA for execution and development of a plan for a transit oriented corridor throughout Los Angeles County. Working cooperatively with OLDA in an effort to promote and encourage corridor-based planning activities, funds were allocated to define and outline transit oriented development (TOD) principles that create jobs, enhance economic opportunities, improve the quality of life and encourage local TOD planning activities throughout the corridor.

> "TOD must foster healthy, vibrant and economically sustainable communities."
>
> -Norman Emerson, Emerson & Associates

According to Norman Emerson, Emerson Associates, "Transit Oriented Development (TOD) is an important tool for local decision-makers. But it is essential the implementation of TOD in our communities and transportation corridors promotes the concept of "equitable development. While there is no formal definition to describe the concept, TOD must foster healthy, vibrant and economically sustainable communities. Communities where residents of all incomes, races, and ethnicities have access to economic opportunities, services, and amenities needed to thrive."

OLDA identified specific planning approaches and actions that could enable TOD opportunities in the corridor including:

TOD Opportunities
✓ Developing clear land-use alternatives
✓ Ensuring understanding of market demand
✓ Forecasting ridership
✓ Minimizing land-use conflicts
✓ Analyzing the impact of zoning requirements on potential density in station areas
✓ Establishing density standards
✓ Locating key services near stations

Source; Emerson, 2011

Other transit oriented development objectives that will be considered include:

TOD Objectives
❑ Capturing the value of transit
❑ Identifying station locations along the transit corridor in participating cities
❑ Maximizing neighborhood and station connectivity
❑ Creating seamless connections and establishing transit hubs at station locations
❑ Enhancing opportunities for public spaces around stations
❑ Designing surrounding streets for person carrying
❑ Creating multimodal performance standards that emphasize person carrying capacity
❑ Creating affordable and accessible housing
❑ Managing parking effectively

Source; Emerson, 2011

Recognizing that there was a unique opportunity to facilitate and encourage TOD-related local planning efforts in the corridor using the remaining grant funds the City of Cerritos, in cooperation with OLDA, developed and distributed a request for projects to OLDA member cities to submit fundable land use/transportation projects. In order to be awarded funding projects would need to be consistent with OLDA TOD principles and objectives.

As a result, a total of five (5) projects were approved for funding by the OLDA Board of Directors. Project funding was awarded to the cities of Cerritos, Santa Clarita, South Gate, Cudahy and Downey. Two of the five (5) TLU projects selected for funding are located within the EJ study area.

Project planning activities will focus on local station areas, specifically preparation of plans and profile drawings for the station placements, rail alignment alternatives, including surface and elevated stations, structures (including tunnels and bridges), and major surface improvements. The two TLU projects located within the EJ project area include:

- City of South Gate/OLDA - Vision for the Proposed OLDA Station
- City of Cudahy/OLDA - Transit Integration and Pedestrian Linkage Study

Both of the projects selected in the study area are briefly described below.

Project 3: City of South Gate/OLDA - Vision for the Proposed OLDA Station

The City of South Gate project will analyze, plan and create a vision for the proposed OLDA station. The results of the work conducted will be used to develop the conceptual station layout for the Firestone/ Atlantic station. Much of this effort will focus on the station's structural characteristics and design elements.

Project 4: City of Cudahy/OLDA - Transit Integration and Pedestrian Linkage Study

City of Cudahy and OLDA will examine current transit service and pedestrian infrastructure and deliver recommendations on how to develop transit service and pedestrian infrastructure that can link the City of Cudahy to the proposed OLDA transit station in South Gate at Atlantic and Firestone. The project will evaluate how Cudahy residents and businesses can access the proposed OLDA stations located adjacent to the City of Cudahy. Currently, the primary station is proposed in South Gate. Station access may also include proposed stations in Huntington Park or Vernon currently under study as part of the SCAG Alternatives Analysis.

The TLU funded projects are scheduled to begin in spring 2013.

SCAG Compass Blueprint Program Projects

The Compass Blueprint program is designed to serve communities of Southern California. The program funds innovative transportation and land-use planning.

Compass Blueprint grants were awarded by the Southern California Association of Governments (SCAG) to the cities of Bellflower and South Gate to identify and establish local priorities and initiatives in support of OLDA project development, as follows:

Bellflower - The City of Bellflower wants to develop a clear vision and set of development standards aimed at attracting and managing growth in the station area. The goal is to

- Provide land use policy that anticipates and takes advantage of future development trends;
- Ensure a policy document that is easy to use;
- Develop a streamlined entitlement process;
- Create policies that are grounded in market realities; and

- Enhance existing assets such as mobility options and proximity to downtown Bellflower.

City of Bellflower

This project involves establishing the boundaries of the Bellflower/Alondra Overlay Zone, which will be designed to promote pedestrian-oriented and transportation-oriented developments in an OLDA station area. In addition to establishing the physical boundaries of the project area, development standards and design guidelines will be proposed in order to pro-actively manage future growth and development. The development standards and design guidelines are to be prepared in an effort to expedite entitlement processes for future development within the defined area.

South Gate - The City of South Gate developed the Firestone/Atlantic Station Area Plan. The plan provides a preferred alternative scenario concept for the City of South Gate's Firestone and Atlantic Station. This creates a vision to accommodate and leverage the benefits of the proposed OLDA rail transit station. Phase I features multi-family housing. Phase II anticipates operation of the rail transit line and with it, development of a public plaza adjacent to rail platform that would link the station area with the Azalea retail center and the Phase I multi-family housing. It would also include more residential housing and a day care/ community facility. Phase III envisions a conversion of surface parking into a mixed-use transit oriented development that compliments earlier phases and adds potential office uses in the station area.

South Gate Station Site Plan
Source: SCAG Compass Blueprint, South Gate Rail Study

Study Area Overview

The City of South Gate is the recipient and OLDA is the sub-recipient of this grant. The study area includes the City of South Gate and originally included the jurisdictions of Huntington Park, Bell, Bellflower, Cudahy, Maywood and Paramount.

This area includes a population of 346,120 people. Latinos or Hispanics make up the majority of the EJ study area population (87.04%). The combined average percentage of Hispanics or Latinos residing in the EJ cities is 40% higher than the percentage residing in Los Angeles County (47.7%). The combined average percentage of White Non-Hispanic persons residing in the EJ cities (5.56%) in comparison with Los Angeles County (27.8%) is significantly lower.

Much of the analysis and planning related to this study focused on the five cities of South Gate, Huntington Park, Bell, Cudahy and Maywood. These five cities have Hispanic or Latino populations that exceed 90% of each cities population (see Table 1).

Table 1 below shows demographic data specific to project study area cities, as compared to Los Angeles County as a whole.

Table 1: EJ Cities Population/Ethnicity Profiles

City	Total Population	% White (not Hispanic)	% Hispanic or Latino	% Asian persons	% American Indian/Alaskan Native	% Black Persons
South Gate	94,396	3.4	94.8	0.8	0.9	0.9
Huntington Park	58,114	1.6	97.1	0.7	1.3	0.8
Bell	35,477	4.9	93.1	0.7	0.9	0.9
Bellflower	76,616	19.5	52.3	11.6	1.0	14
Cudahy	23.805	2.1	96.0	0.6	1.0	1.4
Maywood	27,395	1.8	97.4	0.3	0.8	0.6
Paramount	54,098	5.6	78.6	3.0	0.8	11.7
Total/Comb.Avg. EJ Cities	**346,120**	**5.56**	**87.04**	**2.53**	**0.96**	**4.33**
County of L.A.	9,818,605	27.8	47.7	13.7	0.7	8.7

Source: US Census Bureau, 2011

(Hispanics may be of any race, and are also included in other applicable race categories)

Three of these cities have a median income below $40,000 (Huntington Park, Bell, and Maywood). During the study, the City of Bell Gardens joined OLDA, adding another city with a median income below $40,000 (see table 2).

The combined percentages of Asian (2.53%) and Black (4.33%) persons, is also lower in comparison with the County, although American Indian/ Alaskan Native members of the population is slightly higher.

Table 2: EJ Cities Income Profiles

City	Persons per Household	Median Income	Per Capita Income	% Persons Below Poverty	% of Households Language Other than Engl. Spoken in Home
South Gate	3.97	$ 43,268	$ 13,913	18.5	88.5
Huntington Park	4.03	$ 37,224	$ 12,563	24	94.2
Bell	3.82	$ 38,473	$ 12,671	22.6	89.1
Bellflower	3.13	$ 50,565	$ 20,345	13.1	54.1
Bell Gardens	4.18	$ 39,167	$ 12,146	22.7	93.4
Cudahy	4.26	$ 41,805	$ 12,084	24.3	90.8
Maywood	4.15	$ 38,740	$ 12,164	22.5	91.9
Paramount	3.72	$ 41,333	$ 13,936	19.2	75.0
Total/Comb.Avg. EJ Cities	**3.91**	**$ 41,322**	**$ 13,728**	**20.86**	**84.63**
County of L.A.	2.97	$ 55,476	$ 27,344	15.7	56.4

Source: SCAG Pacific Electric-ROW/West Santa Ana Branch Corridor Alternatives Analysis Report Revised Draft, April 2012

Table 2 shows that the combined average number of persons per household in the EJ study cities is higher than the County percentage. In addition, the median and per capita income of the cities, both individually and combined is lower, as compared to Los Angeles County. Of significance is the higher number of persons living below the poverty level in the study area, as compared with the County. The combined percentage of persons below poverty in the EJ cities (20.86%) is higher by comparison with the County (15.7%). By themselves, the cities of Huntington Park, Bell, Bell Gardens, Cudahy and Maywood all have an average of over 22% of the population living below the poverty line. In addition, almost 85% of the population in the study area speaks a language other than English in the home.

Additional analysis performed as a result of the SCAG AA study specific to the EJ study cities, indicates that “Low-income households are distributed throughout the SCAG AA study area, with the highest number (45 percent) located in the northern Los Angeles County portion of the study area” (AECOM, 2012, p. 1-6).

Table 3 shows EJ city unemployment rates as compared with Los Angeles County, with California and nationally.

Table 3: Unemployment Rates - November 2011

Area Name	Labor Force	Employ-ment	Unemployment Number	Unemployment Rate
Bell	15,900	13,500	2,400	15.2%
Bellflower	36,400	32,100	4,300	11.7%
Cudahy	9,900	8,300	1,600	16.0%
Huntington Park	26,900	22,300	4,600	17.1%
Maywood	12,300	10,200	2,100	16.7%
Paramount	24,800	20,700	4,200	16.7%
South Gate	41,400	35,300	6,100	14.7%
EJ Gateway Cities Total	**167,600**	**142,400**	**25,300**	**15.1%**
Los Angeles County	4,868,300	4,306,800	561,500	11.5%
State of California Total	18,185,300	16,206,500	1,978,800	10.9%
United States Total Percentage				8.6%
Note: Data not seasonally adjusted				

Source: California Employment Development Office, 2013

The table shows that the EJ study city average unemployment rate is 3.6% greater than the Los Angeles County percentage of 11.5%, 4.2% greater than State unemployment rates, and 6.5% greater than the national unemployment rate. Individually, the EJ cities, with the exception of the City of Bellflower, show unemployment rates that are significantly higher by comparison than those shown for the County, the State and nationally.

These figures validate the fact that the EJ study cities or "Northern Connection Area" cities as identified in the SCAG AA analysis have experienced significant job loss and lack of economic recovery in recent years. The AA analysis indicated that "Future forecasts show the northern Los Angeles County portion of the Corridor continuing to experience the loss of manufacturing and warehousing jobs…" (AECOM, 2012, p. 1-6).

Industrial Site in City of South Gate

The cumulative effect of loss of jobs and the associated income in these densely populated cities has increased the number of families and individuals living in poverty and created a special need to initiate plans and actions that can work to stimulate job growth and economic recovery.

A review of transportation/transit services operating in the EJ study cities was conducted to determine the fixed-route and demand-responsive services provided by the cities, and operated by the Los Angeles County Transportation Authority (Metro) the regional transportation provider. Table 4 below provides an overview by City/Operator of services operating in the study area. In addition, a brief overview of services operating in the EJ communities is also provided.

Table 4: Transit and Paratransit Services Operated by EJ Cities

City/ Operator	Mode(s)	Fixed-Route Wkday Operating Hours	Fixed-Route Wkend Operating Hours	Demand Responsive Wkday Op. Hours	Demand Responsive Wkend Operating Hours	Route-Line#/ Designation
South Gate	Fixed-Route; Demand Responsive	M-F 7:00 a.m. - 7:00 p.m.	Saturday 8:00 a.m. - 5:00 p.m.	M-F 1:00 p.m.- 7:00 p.m.	N/A	Get Around Town Express (GATE); Phone-A-Ride(PAR)
Huntington Park	Fixed-Route; Demand Responsive	M-F 8:00 a.m. - 8:47 p.m.	Saturday/ Sunday 8:00 a.m. - 5:52 p.m.	24/7 including holidays	24/7 including holidays	COMBI - Pacific Blvd. Shuttle
Bell	None	None	None	None	None	None
Bellflower	Fixed-Route; Demand Responsive	M-F 7:00 a.m. -5:00 p.m.	None	M-F 9:00 a.m. - 5:00 p.m.	Saturday 9:00 a.m. - 5:00 p.m.	Bellflower Bus Bellflower DAR
Bell Gardens	Fixed-Route; Demand Responsive	M-F 6:30a.m. - 4:40p.m.	Saturday 6:30a.m. - 4:40p.m.	M-F 7:00p.m- 6:30p.m.	Saturday 10a.m.-1p.m. reservations only	Bell Gardens Trolley; Dial-a-Ride
Cudahy	Fixed-Route; Demand Responsive	M-F 7:00 a.m. - 5:00 p.m.	Saturday 7:00 a.m. - 5:00 p.m.	M-F 7:00 a.m. - 5:00 p.m.	Saturday 9:00 a.m. - 3:00 p.m.	Cudahy Area Rapid Transit
Maywood	Fixed-Route; Demand Responsive	M-F 10:00a.m.- 5:00p.m.	Saturday 10:00a.m.- 3:30p.m.	M-F 7:00a.m.- 5:00p.m.	Saturday 7:00a.m. - 3:45p.m.	Maywood Express Maywood DAR
Paramount	Fixed-Route; Demand Responsive	Easy Rider: M-F 7:00 a.m. - 6:00 p.m.College Bound Bus: 6:30 a.m. - 12:00 p.m. / 3:30 p.m. - 10:30 p.m.;	None	M-F 7:00a.m.- 6:00 p.m.	Saturday and Sunday 7:00a.m.-6:00 p.m.	Paramount Easy Rider Shuttle Rte 1; College Bound Bus; DAR, Medical Taxi Card Service

Source: South Gate; Huntington Park; Bell; Bellflower; Bell Gardens; Cudahy; Maywood; Paramount, 2013

City of South Gate

Phone-A-Ride

The City of South Gate provides Phone-A-Ride (PAR), a service for qualified South Gate residents that are 62 years of age or older and/or those having permanent disabilities. The program provides reliable and affordable transportation for those who have limited transportation options. Trips can be made to the grocery store, medical appointments and other necessary trips inside city limits and identified satellite locations outside of the City. Participants receive 26 one way trips per month and pay only $1.00 per trip and the $1.00 payment is made directly to the driver. There is a $10.00 registration fee renewable annually. The service is provided by Fiesta Taxi under contract to the City.

Get Around Town Express (GATE)

The City of South Gate also operates a contracted fixed-route service, which commenced operation in May 2010. Service is operated Monday, Friday and Saturday. Westside Route Buses are on 18-20 minute headways. Service runs from Santa Fe and Southern to Atlantic and Tweedy. Regular fares are $0.50 per ride.

City of Huntington Park

COMBI – Pacific Blvd. Shuttle

The City of Huntington Park operates a fixed-route service for residents, which travels along Pacific Boulevard between Slauson and Florence Avenues. The service operates Monday - Friday 8:00 a.m. - 8:47 p.m. and on Saturdays and Sundays 8:00 a.m. - 5:52 p.m. Weekday service operates on 10-15 minute headways between 12:00 p.m. - 6:00 p.m. Regular fares are $0.50, and are half-price ($0.25) for seniors, persons with disabilities and children four years of age and younger.

City of Huntington Park City Hall

Huntington Park Dial-A-Ride

The City operates door-to-door Dial-A-Ride service for eligible residents who are 62 years of age and older and for persons with disabilities. Riders must be certified by the City by showing proof of Huntington Park residency. The service is operated 24 hours a day, seven days per week. The service operates within city boundaries, and two miles outside the city to specified satellite medical locations. Passengers must pay for trips taken beyond the 2-mile outside the city boundary and for trips not originating from satellite locations. Fares for the service are $0.25 with a maximum of 40 trips, which can be taken by individual riders per month. The service is operated by Fiesta Taxi under contract to the City.

City of Bellflower

Bellflower Bus

The City of Bellflower operates within the City limits, with all service beginning and ending each ½ hour at Bellflower Transit Center. The service operates Monday - Friday 7:00 a.m. - 5:00 p.m. No weekend or holiday service is provided. Regular fares for the service are $0.50, and are $0.25 for persons aged 55 and over, and persons with disabilities, and children 5 and under are free.

Bellflower Dial-A-Ride

The City operates curb-to-curb Dial-A-Ride service to eligible Bellflower residents who are 55 years of age and for persons with disabilities at any age. Operating days and hours are Monday - Friday 9:00 a.m. - 5:00 p.m. No weekend or holiday service provided. Same day service is not available, and reservations should be made at least 48 hours in advance. A one-way regular fare of $0.50 is charged for trips within the city limits. A fare of $2.00 is charged for medical trips outside the city.

City of Bell Gardens

Bell Gardens Trolley Service (Fixed Route)

The city's fixed route has fifty-two (52) service pick up points located within approximately a two block area. The buses service all stops in 20 minute intervals throughout the city. No services on Sundays and holidays. Fee is 50 cents for general public and 25 cents for ages 55 years older and disabled. This service is contracted through the city by Parking Company of America (PCA).

Dial-A- Ride (Demand Response)

This is a shared ride service open to the general public and reservations are made on the ¼ hour on a first come first serve basis. Fee is $1 one-way ride for general public, one child under 5 years is free w/ paid person, 25 cents for 55 years older and disabled. This service is contracted through the city by Parking Company of America (PCA).

Medical Taxi Service

The medical taxi program is a taxicab service that provides door-to-door transport for eligible residents for medical doctor's appointments up to five miles outside the city limits. Residents must be older than 55 or disabled and registered. One coupon/voucher (valued at $1) must be used for each one-way trip. Service operates Monday - Friday from 8:00 a.m. - 5:00 p.m. This service is contracted through city by Administrative Co-op (formerly Fiesta Taxi).

City of Cudahy

Cudahy Area Rapid Transit

The City of Cudahy operates both fixed-route and demand responsive services. Cudahy Rapid Transit (C.A.R.T.) provides general public local circulation service to community destinations. The service operates Monday - Saturday 7:00 a.m. - 5:00 p.m.

Cudahy Dial-A-Ride

The City operates a Dial-A-Ride service for eligible residents who are seniors 60 years of age and persons with disabilities. The service operates Monday - Saturday 9:00 a.m. - 3:00 p.m.

City of Maywood

Maywood Express

The City of Maywood operates a fixed-route that provides the general public local circulation service to community destinations. The service operates Monday - Friday 10:30 a.m. - 5:00 p.m. and on Saturdays 10:30 a.m. - 5:00 p.m.

Maywood Dial-A-Ride

The City operates a Dial-A-Ride service for eligible residents 62 years and over or those with a physician-certified disability.

City of Paramount

The City of Paramount operates a number of services as described, as follows:

Easy Rider Shuttle

Fixed-route shuttle serving major activity centers within the City, including Wal-Mart, Paramount High School and City parks. The service is operated Monday - Friday from 7:00 a.m. - 6:00 p.m., and Saturday 10:15 a.m. - 3:30 p.m. The service is open to residents and fares are $1.00 per ride. Children under 6 ride free.

College Bound Bus

Shuttle service provided for Paramount residents to Cerritos College and Long Beach City College (Liberal Arts Campus). There are four pick-up and drop-off zones throughout the City for riders. The service operates Monday through Sunday during the school year. Operating times include a morning span from 6:30 a.m. - 12:00 p.m. and a late afternoon/evening span of service from 3:30 p.m. - 10:30 p.m.

Dial-A-Ride

Demand-responsive service is provided for senior citizens 55 years and older, disabled residents, and anyone residing ¾ of a mile outside a regular City transportation bus stop. Door-to-door pick-up and drop-off service is available for those traveling to locations within the city. The service operates Monday-Sunday 6:00 a.m. - 9:00 p.m. Appointments must be made 48-hours in advance. Cost is $1.00 per ride, and children under 6 ride free.

Medical Taxi Card Program

Under contract the City offers a Taxi Card/Voucher for seniors (55 years of age and older) and persons with disabilities traveling to medical and dental appointments in the city and to medical facilities within a 5-mile radius. Users of the service must show proof of age and/or disability to use the service, with a limit of 20 trips per month. Hours of operation are Monday-Sunday 6:00 a.m. - 9:00 p.m. Cost is $2.00 per ride.

Metro Fixed-Route Services

There are a number of Metro routes that traverse the EJ study area, as follows:

60 - North/South - South Gate - 10-20 minute headway
108 - East/West Route - Huntington Park
110 - East/West Route - Huntington Park, Bell
111 - East/West Route - Huntington Park, Bell
115 - East/West Route - South Gate, Cudahy
251 - North/South Route - Huntington Park
311 - East/West Route - Huntington Park, Bell
611 - Local Circulator - Huntington Park Shuttle
612 - Local Circulator - South Gate, Huntington Park, Bell
Metro Green Line - East/West light rail service

Metro Bus Service in Huntington Park

Despite the amount and frequency of service, Metro routes predominantly serve destinations on the west side area of the county, with only two local circulation routes that provide limited “arterial-centered” transit coverage. (See “Every 15 Minutes or Less” Metro Service Map on the following page.) This creates the need for riders to make multiple transfers to destinations within the EJ communities and to other locations in the region. Metro’s local circulation routes supplement the small-scale fixed-route general public service operated within the EJ cities by providing inter-city connectivity that is not available on city-operated services.

Source: Los Angeles Metropolitan Transportation Authority (Metro)

The SCAG AA study findings validated the fact that residents living and traveling in and through this portion of the rail corridor continue to face "significant transportation challenges" (AECOM, 2012, p. 1-11). In the evaluation of transit and travel options in the EJ Study Area, the study indicated that "residents have limited access to the regional and Metro rail system in Los Angeles County. A single connection to the Los Angeles County rail system exists through the east-west running Metro Green Line. This Light Rail Transit (LRT) line operates in the northern portion of the study area, but does not serve the Corridor's primarily north-south travel patterns" (AECOM, 2012, p. 1-8). North-south access to the rail system exists at the western edge of the study area via the Long Beach Blue Line. "With the forecast population and employment growth, the lack of investment in the area's transit infrastructure will limit mobility and transportation choices, adversely affecting future Corridor travel and economic vitality" (AECOM, 2012, p. 1-10).

Pacific Electric Right-of-Way (PEROW) / West Santa Ana Branch Corridor Alternative Analysis Study Process

In February 2010, one year prior to the start-up of the Caltrans EJ study, SCAG began conducting the AA study to assess transportation issues for Pacific Electric Right-of-Way/West Santa Ana Branch Corridor (PEROW/WSAB). The purpose of the AA study was to identify and evaluate transportation alternatives and present final recommendations for the entire rail corridor, which includes the southern segment of OLDA and the EJ study area.

The City of South Gate, OLDA and OLDA members participated closely in the development of the AA study alongside Southern California Association of Governments (SCAG), the Los Angeles Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA). AECOM was selected to conduct the study.

As the AA study was initiated, a Steering Committee and a Technical Advisory Committee (TAC) were established to assist SCAG and their consultants in identifying transportation needs and alternatives relative to the PEROW/WSAB corridor. OLDA Board members (including representatives from EJ study cities) and Executive staff directly participated in the planning and evaluation process as members of the Technical Advisory and Steering Committees, and are identified, as follows:

Technical Advisory Committee Members:

- OLDA Executive Director
- OLDA Deputy Executive Director
- City Staff Representatives
- Metro Staff Representatives
- SCAG Staff Representatives

Potential route in City of South Gate

Photography by Alan Huynh

City Steering Committee Members:

- City of Artesia Councilmember/OLDA Board Member
- City of Bell Vice Mayor/OLDA Board Member*
- City of Bellflower Councilmember/OLDA Board Member
- City of Bell Gardens Vice Mayor/OLDA Board Member*
- City of Cerritos Mayor Pro Tem/OLDA Board Member
- City of Cudahy Mayor Pro Tem/OLDA Board Member*
- City of Downey Mayor/OLDA Board Member
- City of Huntington Park Mayor/OLDA Board Member*
- City of Maywood Councilmember/OLDA Board Member*
- City of Paramount Councilmember/OLDA Board Member
- City of South Gate Councilmember/OLDA Board Member*
- City of Vernon Councilmember/OLDA Board Member

*(*OLDA EJ study cities)*

In addition to participation on the AA study Steering and TAC Committees, OLDA staff worked diligently with the elected officials, city management and staff to ensure that the AA study dialogue with businesses, community and civic leaders and the public resulted in development of a broader understanding of the transportation planning issues for each individual city.

Working closely with SCAG and their consultants on the AA study allowed OLDA Executive staff and Board members to bring the most current information about the study back to the communities involved in the EJ study for feedback and discussion. Elected officials and city staff also provided OLDA with information and direction to better engage their communities.

Given the obvious interrelationship between the AA study and the EJ project, the City of South Gate and OLDA recognized the unique opportunity for EJ cities to participate in the regional planning process directly associated with the OLDA project. Facilitating community participation also allowed a more thorough identification and examination of EJ related issues within the study area. The activities undertaken by the City of South Gate, the EJ project area cities, OLDA staff and EJ consultants specific to the EJ study and pertaining to the AA study process are discussed below.

AA Study Purpose, Goals and Objectives

"The purpose of the AA study was to explore opportunities for connecting Los Angeles and Orange Counties through the reuse of the Pacific Electric Right-of-Way/West Santa Ana Branch PEROW/WSAB) corridor, which is inclusive of the southern segment of OLDA corridor and the EJ study area. The AA study also evaluated possible connections from the PEROW/WSAB Corridor north to Union Station in Downtown Los Angeles, and south to the Santa Ana Regional Transportation Center (SARTC)" (AECOM, 2012, p. 1-1).

Although the SCAG AA study considered the entirety of the PEROW/WSAB, this report dissects the analysis and focuses upon the EJ study cities in the southern section of the OLDA corridor. The findings of the AA analysis specific to the EJ study area were useful in informing EJ outreach activities, and were also considered alongside EJ study findings.

AA Study Goals and Objectives

A total of five (5) major goals and objectives were established by SCAG and their consultants to guide the process "in accordance with Federal Transit Administration (FTA) project evaluation criteria, as follows:

1. Incorporate Public Stakeholder Input into Recommended Solution
2. Provide Mobility Improvements for the Corridor
3. Identify a Cost-Effective Solution
4. Work in Cooperation with Land Use and Economic Development Goals for the Project Area
5. Identify A Project with Little or No Environmental Impact" (AECOM, 2012, p. 2-3)

Overview of the PEROW/WSAB

The PEROW/WSAB corridor is co-located in both Los Angeles and Orange Counties along the abandoned Red Car right-of-way and includes a 20-mile transit corridor, which is not under current use for mass transit. Pacific Electric closed passenger operations in the Corridor in the 1950s and the right-of-way is now owned by Metro and OCTA. The northernmost point included in the Los Angeles portion of the AA study area is Union Station in Downtown Los Angeles and the southernmost point is City of Cerritos and the Los Angeles/Orange County border. The AA study area includes an approximate width of eight miles, with four miles on either side and the I-5 and I-405 as loose boundaries to the east and west.

The AA study analysis divided the PEROW/WSAB into three sections, which were determined by physical and agency boundaries. This report focuses upon the *"Northern Connection Area"* as identified in the AA study, which encompasses the EJ study cities, along with other "Gateway Cities" including Bell, Bellflower, Bell Gardens, Compton, Cudahy, Downey, Huntington Park, Los Angeles (part), Lynwood, Maywood, Norwalk, Paramount (part), South Gate, and Vernon" (AECOM, 2012, p. 1-3).

Area Demographics

The AA study also included a broad-based demographic and economic review of the entire PEROW corridor, which described the existing demographic and economic conditions in the Northern Connection Area in general, as follows:

Demographic/Socioeconomic

- Highly populated and densely developed
- Large number of households having limited or no access to an automobile
- Significant number of low income and transit-dependent households

Economic

- Several employment centers and clusters of industrial and manufacturing facilities
- Disproportionate share of job loss as compared to the rest of the PEROW corridor
- Economically restructured area, which has experienced a transition from industrial jobs to service sector jobs

In addition, the AA study included an in-depth transportation evaluation and analysis conducted for the purpose of assessing "transportation conditions, including freeway, arterial, and transit networks along with future highway and transit projects" (AECOM, 2012, p. 3-1). This analysis determined the following:

Transportation

- Most frequent trip purpose is weekday travel to work, typically occurring in the morning and evening peak periods
- Heavy congestion on major freeway system and adjacent arterials serving the area
- Existing transit service predominantly consists of bus service
- Limited transit projects are planned or underway to meet the mobility needs of the area

The transportation analysis concluded that **"***without improvements to the transportation system, the corridor will experience several mobility issues, including freeway and arterial congestion, transit system constraints, and limited travel alternatives"* (AECOM, 2012, p. 3-1). In addition, "*given the high travel demand and significant forecasted growth in the Corridor, the development of a multi-modal, high-capacity transportation system is needed to meet current and future mobility needs for the Corridor*" (AECOM, 2012, p. 3-1).

These findings are consistent with the EJ study research and outreach conducted, and provides a definitive validation of the critical need to increase participation by members of the identified disadvantaged populations and their elected officials in local and regional planning and decision-making activities on transportation projects impacting their communities, as *"improved mobility has become a more pressing need for the Corridor"* (AECOM, 2012, p. 3-10).

Screening and Evaluation of Alternatives

The AA study included three phases of evaluation to enable screening of a wide-range of possible alternatives in order to identify the most viable alternative(s) that could best meet the identified project goals, as follows:

1. "Conceptual Alternatives Screening: evaluation of alternatives 'based upon previous studies and early outreach efforts' in consideration of local goals and policy and technical feasibility;

2. Initial Screening: evaluation of 'technical and environmental factors and public input'; included selection of build options for further study;

3. Final Screening: selection and study of 'final build options, including technical and environmental analysis, conceptual-level engineering and stakeholder feedback' (AECOM, 2012, p. 2-4).

The City of South Gate, OLDA staff and the other EJ member cities were directly involved with SCAG and their consultants during all three phases of the AA study.

Alternatives Considered

During the Initial Screening stage of the AA process, six (6) alternatives were identified for evaluation and approved by the AA study Steering Committee for further review.

"The alternatives included two baseline alternatives and four "build" alternatives, as follows:

"Two baseline alternatives:

1. **No Build** - This alternative represents the completion of Corridor transit, highway, and other transportation projects that have approved local, county, state, and federal funding.

2. **Transportation Systems Management (TSM)** - This option maximizes the use and effectiveness of the existing transportation system through a set of proposed transit, highway, bicycle, and pedestrian projects. The TSM Alternative is presented as: a ***Core Service Project*** representing bus service providing a service alignment similar to the build alternatives and a ***Corridor System*** option, which includes the Corridor-wide TSM transit and arterial system improvement projects identified with Metro and OCTA staff for Los Angeles and Orange counties respectively.

Metro Light Rail at USC Station

Photo by Councilmember Carol Chen

Four 'build' (construction and operation of a new transit system) alternatives:

1. **Bus Rapid Transit (BRT)** - This build option represents a high capacity, high speed bus service primarily operating in dedicated lanes similar to the Metro Orange Line in Los Angeles County. Two BRT alternatives were identified: a ***Street-Running*** option providing limited stop service with signal priority improvements; and ***HOV Lane-Running*** express bus service operating in HOV lanes along the I-105 freeway and I-110/Harbor Transitway.

2. **Street Car** - This build alternative proposes a community-oriented rail system similar to that being considered by the cities of Santa Ana and Garden Grove in Orange County, and in operation in Portland and other U.S. cities.

3. **Light Rail Transit (LRT)** - This option consists of a rail system similar to the Gold and Blue lines operated by Metro in Los Angeles County.

Linimo Low Speed Maglev in Nagoya, Japan

4. **Low Speed Magnetic Levitation (Maglev)** - This alternative proposes service similar to that provided by the Linimo System operating in Nagoya, Japan (AECOM, 2012, p. 2-24)."

Environmental Impacts

The AA study also considered impacts on the "physical environment, which were evaluated for each alternative" (AECOM, 2012, p. 4-1). This exercise was "preliminary level of environmental analysis including existing information about alignment and station design" (AECOM, 2012, p. 4-1), which will continue to be refined. The analysis included the following considerations:

- Land use and Economic Development
- Land Acquisition
- Design Aesthetics
- Cultural Resources
- Air Quality
- Climate Change
- Energy
- Noise and Vibration
- Parks and Recreation Resources
- Safety and Security
- Environmental Justice

SCAG AA study findings related to air quality and environmental justice are discussed briefly.

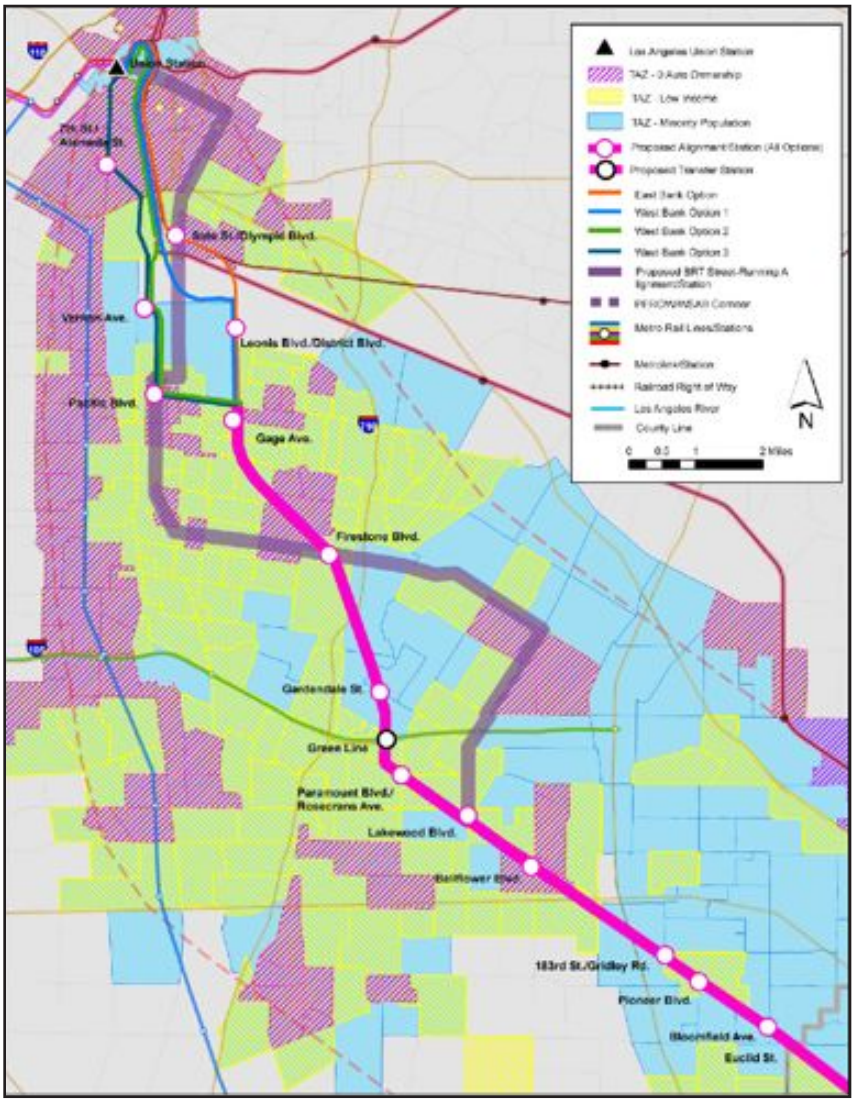
Air Quality Assessment

The AA study included an assessment of the operational impacts of each of the alternatives consistent with Federal and State requirements based upon "a reduction in Vehicle Miles Traveled (VMT) as compared with the No Build Alternative" (AECOM, 2012, p. 4-60).

The study concluded that "implementation of any of the proposed alternatives would reduce commuter VMT and mobile source exhaust emissions generated during daily commuter trips when compared to the No Build Alternative" (AECOM, 2012, p. 4-60). This effectively translates to an overall improvement in air quality for those residing in the EJ communities.

Environmental Justice

SCAG's AA study consultants also conducted an EJ assessment of the entire PEROW. A map depicting the Los Angeles County EJ Populations along the transit corridor is included as below.



Los Angeles County Environmental Justice Populations
Source: SCAG Alternatives Analysis Report

Highlights of the EJ-related findings and observations related to the Northern Connection Area (EJ study area) are as follows:

- *"The number and percentage of low income households is higher in the Northern Connection Area;*
- *The highest percentage of transit dependent households are all located in the Northern Connection Area;*

- *Implementing improved transit service could create both beneficial and adverse impacts on all populations in the study area, including environmental justice populations;*

- *All proposed alternatives would serve environmental justice populations and provide mobility and connectivity benefits."*

There are many grade crossings in the EJ study area.

The AA study findings and observations relative to the EJ communities are reflective of the current conditions and consistent with EJ study findings discussed earlier in this report.

Cost Analysis

In the Cost Analysis section of the AA study, capital costs, operation, maintenance costs, and financial feasibility were evaluated for each alternative. This analysis was used to inform study outcomes related to the Comparison of Modal Alternatives discussed below.

Outcomes of the Analysis and Comparison of Modal Alternatives

The City of South Gate, OLDA Executive staff, consultants and other EJ city members of the AA study Steering Committee worked diligently to review documents and to provide direct feedback and high-level direction to SCAG and their consultants on each of the alternatives being considered relative to their communities and the Corridor as a whole.

Presently, there are a total of six (6) rail stations proposed in the EJ study project area, in the following cities: South Gate, Huntington Park (2), Bellflower, Paramount and Downey. SCAG AA study map West Bank Alternative 3 (Attachment B) shows that the City of Huntington Park has two proposed stations sites at Pacific/ Randolph and another potential station located at either Gage/ Salt Lake or Florence/Salt Lake. The proposed EJ city station areas, as described in the AA report are briefly described below.

Potenial Use of Freight ROW in Huntington Park

Most of the EJ Cities have plans, which are designed to support mixed use and/or Transit Oriented Development (TOD) in and around the station areas. City Specific plans include: "providing affordable housing and home ownership opportunities, revitalizing rundown neighborhoods, integrate Hispanic cultural needs with historical architecture and traditions through preservation, restoration, and promoting identity along storefronts, and businesses, creating a destination retail and entertainment corridor, high density housing, retail, and office use, revitalizing commercial and industrial properties, redevelopment opportunities with emphasis on eliminating blight." (AECOM, 2012, p. 7-23)

City of South Gate - Firestone Boulevard Station

South Gate Firestone Boulevard Station Area

Photography by Alan Huynh

This station is located along one of the City of South Gate's busiest thoroughfares, Firestone Boulevard, within a major industrial district and adjacent older neighborhoods. Predominant land uses surrounding the station area consists of industrial on the north and southeast along with a large recreational parcel and single/multifamily residential on the southwest. Firestone Boulevard is the main east to west arterial roadway through South Gate and is considered the city's "window to the world". The corridor is envisioned to have major destination retail centers, streetscape improvements and gateway treatments. This station also can provide direct service to the City of Cudahy (AECOM, 2012, p. 7-24).

City of Huntington Park - Pacific Boulevard Station

J Line along Pacific Boulevard in Huntington Park

Source: Matthew Barrett, Metro

This station is located in a dynamic area of the City of Huntington Park, surrounded by an eclectic mixed use corridor and vibrant pedestrian activity including commercial, entertainment and retail all while maintaining a vibrant cultural influence (AECOM, 2012, p. 7-24).

The Los Angeles Railway (LARy) "J" Line used to run down Pacific Boulevard from 1920 to 1963. It served 49,100 daily riders or 3,900 boardings per mile (Barret, 2012). Today Pacific Boulevard is a key transit hub servicing more than 14,000 weekly Metro and DASH users.

Commercial activities dominate along the major north south corridor, Pacific Boulevard, as well as smaller 'node' centers around the station area. Single and multi-family residential to the south are mixed with industrial land uses to the north and northwest with some institutional as well.

City of Huntington Park: Florence Avenue/Gage Avenue Station

This station is located adjacent to the City of Huntington Park's major industrial centers in addition to being surrounded by long established communities and large open spaces/parks. The predominant land uses surrounding the station area are single and multi-family residential on the east and west with large industrial/manufacturing parcels and parks along the north-south corridor, Salt Lake Avenue. (AECOM, 2012, p. 7-24)

Commercial land uses align the east-west Florence Avenue/Gage Avenue corridor. The station could be located at either Gage Avenue/ Salt Lake Avenue or Florence Avenue/Salt Lake Avenue and would provide access for the cities of Huntington Park, Maywood, Bell, Cudahy and Bell Gardens. This will need to be further studied.

City of Bellflower: Bellflower Boulevard Station (p. 7-24)

This station is located in the heart of the City of Bellflower's main street, which consists of small scale, pedestrian friendly corridor aligned with mixed commercial and gives an "old town" feel. The location is adjacent to the city's civic center and is surrounded by extremely walkable small streets, which lead to close knit residential neighborhoods.

There is an eclectic mix of land uses around the station area. The main north-south corridor and east-west arterials consist of mixed uses and commercial while single and multi-family residential make up the fabric throughout. (AECOM, 2012, p. 7-24)

This station location was part of the Pacific Electric system providing service to Santa Ana. In 1950, the service was cut back to Bellflower and then discontinued in 1955 as the Golden State/Santa Ana Freeway neared completion. Various institutional uses are currently located within the station area as well, including Bellflower City Hall, a courthouse and various schools.

Rendering of above-grade Bellflower Station

Source: AECOM

Rendering of at-grade Bellflower Station

Source: AECOM

City of Paramount: Paramount Boulevard/ Rosecrans Avenue Station

This station is located at the northern end of the PEROW/WSAB Corridor, the nearest connection to the 105 Freeway, adjacent to the heart of the City of Paramount's commercial core. Predominant land uses surrounding the station area consist of commercial and institutional/open space on the southeast and southwest and high single/multi-family on the north. (AECOM, 2012, p. 7-24)

City of Downey: Gardendale Station

The station in the City of Downey (Gardendale) is adjacent to the EJ study area. It provides access to a future major employment site of the County of Los Angeles. The station serves the cities of Downey and South Gate.

The cities of South Gate and Downey will also be involved in station planning in Downey, a station projected to be a major facility providing access to transportation to both Downey and South Gate. The City of Downey has been working closely with the County of Los Angeles on the development of a 120-acre parcel of property at Gardendale that is currently home to the Rancho Los Amigos Rehabilitation Hospital. The County would like to develop the rest of the property with plans for up to 6,000 employees.

OLDA HIGH SPEED TRANSIT

AA Study Alignment Alternatives

For the Northern Connection Area, which encompasses the EJ study area, several alignment alternatives were evaluated. The preferred alternatives are:

- East Bank Alternative
- West Bank Alternative 3

Maps of the preferred SCAG Alternatives/Alignments are included as Attachments A-C.

Findings of the Evaluation

After conducting a thorough evaluation and analysis, AA study consultants outlined the following benefits and potential challenges/ benefits attributable to each of the alternatives being considered for implementation:

"Implementation of each of the alternatives would have the following challenges and impacts:

> ***TSM Alternative*** *- Increased ridership, increased range of services to address work related travel patterns, implementation flexibility for new improvements, lowest capital cost and third lowest operating cost of the proposed alternatives, lowest Cost-Effectiveness Index (CEI) of $8.15.*
>
> ***BRT Alternative*** *- Increased corridor transit ridership, improved transit service locally, improved regional service with HOV Lane Alternative, increased range of bus service provided, improved transit service for low-income and transit-dependent populations, second lowest capital cost and operating costs of the proposed alternatives, second lowest CEI cost of $20.47 for the Street-Running Alternative and $16.60 for the HOV Lane Alternative.*
>
> ***Street Car Alternative*** *- Increased Corridor transit ridership, new type of mode in Corridor, consistent with local land use and economic plans, air quality and climate change benefits.*
>
> ***LRT Alternative*** *- Highest Corridor transit ridership of proposed alternatives, relatively high travel speed and short travel time, improved local and regional service, a new type of mode in the Corridor, consistent with local land use and economic plans, air quality and climate change benefits, increased range of service for work related travel, connectivity to Metro rail system.*

Low Speed Maglev Alternative *- High Corridor transit ridership, relatively high travel speed and short travel time, lowest operating cost of guideway alternatives, improved local and regional service, increased range of service for work related travel, consistent with local land use and economic development plans, air quality and climate change benefits, lowest noise, vibration, and traffic impacts of the guideway alternatives"* (AECOM, 2012, p. 7-29).

Implementation of each of the alternatives would have the following challenges and impacts:

TSM Alternative *- This alternative offers flexibility for future service transportation improvements, but may serve as a temporary solution rather than addressing long-term travel demand in the Corridor.*

BRT Alternative *- While this alternative attracts more riders than existing bus system, it attracts the lowest ridership of the proposed alternatives. In addition, significant capital costs are required to develop busway, bus stations, and signal coordination systems, which could not be reused if converted to a guideway system. Because a BRT system would operate on the existing congested highway system, it would provide minimal decrease in travel time. This alternative would also add vehicles to the highway and arterial networks further increasing traffic congestion. The BRT alternative has high operations and maintenance costs, does not strongly support local land use and economic development plans, and would have impacts on air quality and climate change. During the outreach process, participants did not support bus transit describing it continuation of the existing transportation service.*

Street Car Alternative *- This alternative provides good local service, but does not adequately provide regional service. During the public comments session, many participants were adverse to this alternative due to slower travel speeds and poor regional service. Several other issues are addressed regarding the Street Car technology, including lower passenger capacity and inability to connect with existing Metro system and utilize shared tracks and facilities. In addition, the cost of this alternative is equal or more than the LRT option with no advantages in terms of service. This alternative has the second highest CEI of the proposed alternatives of $51.44, which is above the FTA guidelines. Finally, a system operator would have to be identified; Metro and OCTA would not operate this new mode.*

LRT Alternative *- This alternative would result in environmental impacts, including noise, vibration, and traffic impacts, which would require mitigation. This option has the second highest capital and operating costs.*

Low Speed Maglev Alternative *- This alternative has resulted in implementation concerns due to unknown cost and schedule constraints to develop a technology that has not been implemented in the U.S. In addition, this option requires the highest level of property acquisition and would result in significant environmental impacts, including noise, privacy, aesthetic, and cultural resource impacts. This type of system would not be compatible with the existing transit network and would require identification of a system operator. This alternative has the highest capital cost and the highest CEI at $89.90"* (AECOM, 2012, p. 7-29).

Public Outreach and Agency Coordination

Public Outreach was an integral element of the AA study. In addition to outreach and discussion with the study Technical Advisory and the Steering Committees, four rounds of community meetings, elected official briefings and stakeholder interviews were conducted during the AA study.

Presentation by Nancy Michali, AECOM to OLDA Board Members

Photography by Cristina Quintero

During the Conceptual Alternatives Screening phase of the study, overarching community issues were identified through a series of elected official briefings and stakeholder interviews, as follows:

- Traffic impacts - Need to ensure mitigation of traffic impacts within the communities;
- Cost of the project - Community understanding and buy-in related to the cost of building and operating transportation alternatives being considered, as well as the cost to users;
- Noise, privacy, quality of life - Maintaining the character and quality of life of existing residential neighborhoods; and
- Travel time - Issues related to implementing a transit system that runs at higher speeds with shorter travel times for corridor residents

In addition, elected officials and stakeholders identified the following opportunities:

- Improved traffic conditions - Participants were interested in obtaining information on projected ridership and how transit improvements are estimated to decrease congestion on roads and freeways;
- Transit-oriented development - Many participants noted the "opportunities for new development around transit nodes and increased economic activity for the adjacent cities" (AECOM, 2012, p. 6-13).

- Improved access to destinations - Participants expressed that “a new transportation system could provide better access for employees and those traveling to education, cultural, and recreational facilities” (p. 6-13).

In the Initial Screening phase of the study, several key themes were addressed during community meetings:

- “Strong interest indicated in public transit issues - Many participants were eager to discuss transportation solutions and expressed a need for improved public transit in the corridor.
- Neighborhood impacts are a key issue - Maintaining the quiet character and privacy of existing neighborhoods was a priority for participants…also addressed the issues of noise, vibration, and crime.
- Challenges of at-grade crossings - Participants acknowledged the challenges of operating local public transit services and the potential need for at-grade crossings. Some concerns discussed included transit system, at-grade or above-grade stations, local traffic impacts and safety at at-grade crossings.
- Alternative uses of right-of-way - Many participants supported the implementation of a linear pedestrian and bicycle path, adjacent to a transit system or instead of a transit system. Some participants supported leaving the right-of-way as it is.
- Cost and funding mechanism for transit system - Participants expressed concerns about funding available to implement a new transit system.”

It should be noted, that some AA study community meetings for the EJ city area were conducted by SCAG and their consultants.

Above-grade light rail station in Englewood, Colorado

At-grade light rail station in Dallas, Texas

Above-grade light rail, Lincoln Heights, Los Angeles, California

AA Study Recommendations

The Final Draft Alternatives Analysis report was issued in March 2012. Recommendations made by the Technical Advisory and Steering Committees were considered by SCAG in development of the final report, which was completed in June 2012, and were adopted by the SCAG Transportation Committee and the Regional Council in February 2013.

	Potential Benefits	Potential Challenges
Light Rail Alternative	Highest Corridor transit ridership of proposed alternatives, relatively high travel speed and short travel time, improved local and regional service, a new type of mode in the Corridor, consistent with local land use and economic plans, air quality and climate change benefits, increased range of service for work related travel, connectivity to Metro rail system.	This alternative would result in environmental impacts, including noise, vibration, and traffic impacts, which would require mitigation. This option has the second highest capital and operating costs.
Low Speed Maglev	High Corridor transit ridership, relatively high travel speed and short travel time, lowest operating cost of guideway alternatives, improved local and regional service, increased range of service for work related travel, consistent with local land use and economic development plans, air quality and climate change benefits, lowest noise, vibration, and traffic impacts of the guideway alternatives	This alternative has resulted in implementation concerns due to unknown cost and schedule constraints to develop a technology that has not been implemented in the U.S. In addition, this option requires the highest level of property acquisition and would result in significant environmental impacts, including noise, privacy, aesthetic, and cultural resource impacts. This type of system would not be compatible with the existing transit network and would require identification of a system operator. This alternative has the highest capital cost and the highest CEI at $89.90.

The final report details study recommendations relative to technology, stations, alignments and phasing options to be carried forward for further study by Metro and the Orange County Transportation Authority (OCTA), the owners of the PE ROW, following approval by SCAG. The final SCAG staff AA recommendations for future study relative to the EJ study are briefly presented below:

1. Technology Alternatives

    - No Build
    - Transportation Systems Management (TSM)
    - Light Rail Transit (LRT)

2. Stations

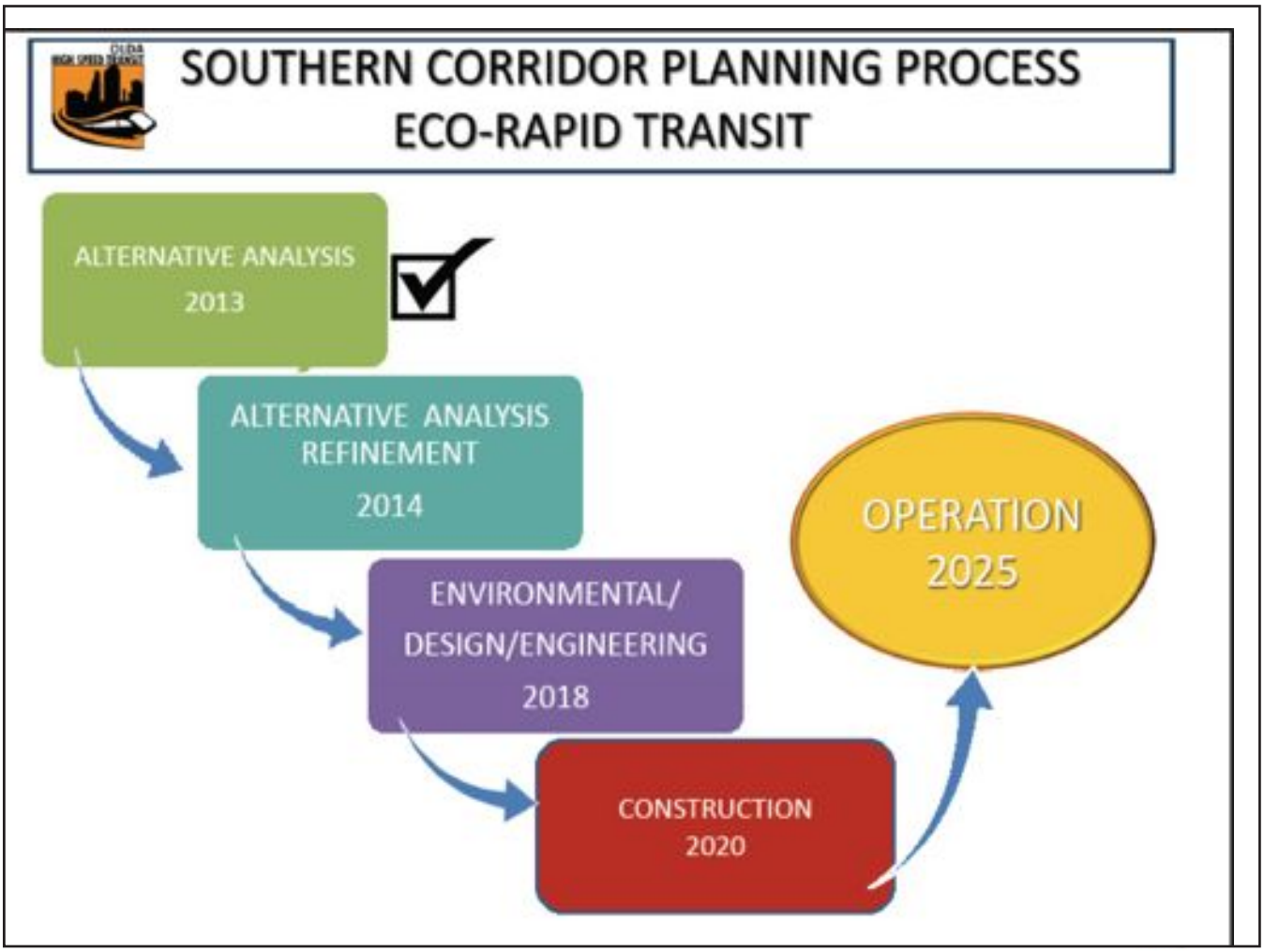
The stations that were identified in city work sessions should be carried forward, with the exception of the Cerritos/Bloomfield station, as requested by the Steering Committee.

3. Northern Connection Area Alignments

- West Bank 3 **(**Attachment B)
- East Bank (Attachment C)

4. Phasing

The Los Angeles (LA) County segment should proceed first, and will be evaluated by Metro based on further refinement of the Alternatives Analysis. Approval by SCAG advances the project to the next level (Metro) in Los Angeles County. The project is a second decade project (construction in 2020 and operational in 2025) with a need for an Alternatives Analysis Refinement Study (scheduled for 2014).



The OLDA southern corridor from Cerritos to Downtown Los Angeles, commonly known as the West Santa Ana Branch, is included as one of twelve Metro Measure R transit projects with $240 million in Measure R funds currently allocated to the project. Measure R, a half-cent sales tax designed to support transportation projects and programs, was approved by Los Angeles County voters in 2008. The twelve Measure R projects are summarized as follows:

Measure R Transit Project	Status
West San Fernando Valley Bus Rapid Transit North-South Canoga Corridor	Built and operating
Exposition Line	Phase I: Built and operating Phase II: Under construction
Gold Line Extension to Azusa	Under construction
Crenshaw Light Rail	Design/build procurement underway
Regional Connector	Design/build procurement underway
East San Fernando Valley North-South Corridor	Finalizing Alternative Analysis
Westside Subway	Section 1: Design/build procurement underway Section 2 and 3: Finalizing preliminary engineering
Airport Metro Connector	Finished Alternative Analysis; technical studies underway
South Bay Green Line Extension	Environmental under review by FTA
Eastside Gold Line Extension Phase 2	Environmental under review
West Santa Ana Branch Corridor (OLDA)	Alternative Analysis finished by SCAG; awaiting Alternative Analysis Refinement Study
Sepulveda Pass Corridor	Planning Study complete; examining Public Private Partnership opportunities

On November 6, 2012, Measure J, which would have extended the 2008 voter approved Measure R half-cent sales tax for an additional 30 years, failed at the ballot box. While Measure J received a 66.11% vote, it needed a two-thirds (67%) vote because it is a special purpose tax measure. Passage of Measure J would have accelerated the timeline for the OLDA project.

The cities with the highest approval rating included:

West Hollywood	81.4%
Cudahy	**80.8%**
Bell Gardens	**78.4%**
Bell	**77.2%**
Huntington Park	**76.6%**
Paramount	**75.0%**

Five of the six cities above are in the EJ study area, which demonstrates local support for transportation improvements such as the OLDA project.

OLDA AA Study Recommendations

Following considerable participation in the AA study process and extensive review of study work products including the Final Draft Alternatives Analysis and the Final Report documents, the City of South Gate, EJ cities, OLDA staff and consultants, determined that the AA study was successful in identifying and highlighting critical socioeconomic conditions within many corridor communities, some with a long history of environmental justice and transportation equity concerns.

The Alternative Analysis conducted by SCAG raised important issues related to the unmet mobility needs of residents of EJ communities. The study emphasized the critical need to develop plans, which would increase regional connectivity from the EJ study area to employment-related destinations in downtown Los Angeles and other activity centers.

In addition, OLDA staff developed the following specific recommendations regarding environmental justice impacts and opportunities for the transit corridor:

- Future improvements to transit service within the EJ study area should address unmet home-to-work transit trip need and enhance local and regional connectivity;
- Actively encourage and seek EJ community involvement and input on future studies related to the OLDA transit project; and
- Educate EJ communities about the benefits of encouraging TOD opportunities at proposed station locations within the EJ study area toward the goal of developing land use planning approaches in an around individual station sites that will succeed in optimizing economic development and enhancing employment within EJ cities.

Purpose, Goals and Objectives

The City of South Gate in partnership with OLDA and other neighboring city partners conducted the EJ planning to engage these communities in a broad-based dialogue to consider the potential development of a transit corridor within the project area.

For a number of years OLDA has been working with the City of South Gate and other local jurisdictions in Los Angeles and Orange counties to develop plans for implementation of the high-speed rail transit system. The system is envisioned to provide high-speed rail transportation from the northern part of Los Angeles County (Santa Clarita), through Gateway Cities and possibly into Orange County. The system will be a catalyst for sustainable land use development, jobs creation, and business opportunities while improving transportation options for residents and travelers throughout the corridor.

Community Event in City of Huntington Park

Photography by Cristina Quintero

Recognizing the challenging economic, transportation, and environmental justice issues prevalent in the City of South Gate and in the surrounding EJ cities, conducting the EJ planning study represented a timely next step in the process to introduce and educate the community about the transit project, solicit individual and collective input on the potential project impacts, and to identify opportunities to ensure equity and economic empowerment within the study area.

EJ Study Outreach Methodology

"We are all neighbors working together."

- Mayor Andy Molina, City of Huntington Park

The process undertaken by the EJ cities, OLDA and its consultants was developed to involve and secure participation from the various EJ constituencies. The process was broad-based, interactive and employed outreach strategies designed specifically to involve and solicit individual and collective viewpoints and perspectives of stakeholders and community members who participated including:

1. Opinion leaders (elected officials, city management and staff);
2. City residents with special focus on low-income, non-English speaking persons, minorities); and
3. Business leaders and community-based organizations and groups.

The cities and OLDA have long established cooperative working relationships with project partners and worked diligently to identify and involve the public and community members in the EJ study planning and outreach process. Working directly with city staff, management, interested persons, business organizations and community groups resulted in high levels of participation and a strong sense of ownership (buy in).

OLDA and their consultants in cooperation with the City of South Gate and EJ city representatives scheduled, conducted and facilitated numerous stakeholder involvement activities including providing access to OLDA and EJ project-related materials. The following strategies were undertaken to promote participation and awareness:

1. Project-related OLDA Board presentations, city council presentations, workshops and one Town Hall meeting (including those related to the AA study) to ensure that important city elected officials and staff were kept informed and involved in the study;

2. Roundtables for business leaders and community groups within the EJ study area;

3. Community meetings, and presentations for residents and community based organizations within the environmental justice study areas;

4. Face-to-face meetings and briefings provided by the OLDA Executive Director for EJ city elected officials, business leaders and Chambers of Commerce to introduce OLDA, the transit project and the AA study and to discuss project issues;

5. Attendance and dissemination of OLDA and AA study project related materials at community events; and

6. Developed, posted and disseminated informational and collateral materials including an EJ fact sheet, meeting notices, Southern Corridor pictorial Power Point presentation, and other informational project-related materials on the City of South Gate and OLDA websites.

"How do we link our communities together?"

- Jack Wong, City of Huntington Park

Community Event in City of Huntington Park

Photography by Cristina Quintero

The outreach, participation and empowerment activities engaged the EJ community in the study area in a culturally sensitive and appropriate community dialogue focused upon the OLDA transit project and the SCAG AA study.

An important part of the process is that the community feels a sense of ownership in the program.

Stakeholders must feel that they are empowered to act. All participants should feel that they have satisfactory answers to the following questions:

"What's in it for me?"
"Why should I participate?"
"Why should I support this project?"

Community Meeting in City of Maywood

Photography by Cristina Quintero

The OLDA team identified community organizations key persons and worked closely with elected officials and city staff. The team understood the protocol, requirements and procedures necessary to work with the specific community groups in the project area. The OLDA team facilitated rather than directed the community, using a "bottom-up" approach to develop context-sensitive planning solutions at the local level. This required OLDA team members to work closely with key stakeholders to provide accurate information in the decision making process. Team members helped the community understand project options while facilitating learning in a manner sensitive to each community.

People waiting for bus in Huntington Park

"If I want to use public transportation, I would have to catch a bus by my house at 5:45am to get to work at 8:00am."

- Councilmember Veronica Guardado, City of Maywood

The process was challenging, time-consuming and required substantial interaction with each community. The team worked to identify short term wins (such as approval of the Alternative Analysis, station planning and new transit oriented development policies) intended to achieve long term goals and a proposed new urban rail project (OLDA project) linking these communities together. This was accomplished using a formal and informal process designed to solicit input from community stakeholders in a variety of settings. The process built upon existing communication channels and community and business meetings, expanded to include additional leaders and activists throughout the project area. Ultimately the information was provided to local elected representatives from the communities critical to the effort to secure transportation resources.

OLDA HIGH SPEED TRANSIT

The team members contacted community members, provided educational and outreach materials, and spent time working with individual stakeholders and small groups. The process was critical in helping the team to identify local champions willing to talk about the project and work with sponsors who provided leadership and supported our activities. These champions and sponsors became trusted allies and integral team members who evaluated project options. It helped to have members of the project team with long-standing working relationships in the community. This opened the doors, gave access to community leaders and allowed us to work in a trusting, transparent and project oriented environment.

Presentation in City of Cudahy
Photography by Cristina Quintero

As the OLDA team worked with the community, it became very apparent that each group had its own individual and collective goals and objectives. The team was cognizant of the need to operate in a culturally sensitive manner and asking for the community's input at key moments during the study.

The community groups needed to know that the team cared about their community and wanted to help them to develop a long-term transportation system that will serve their community. The message needed to touch their hearts and empower them to make changes and be part of a process to bring transportation resources to their community. This was an important theme throughout the project and will need to continue, (such as regular updates, participation in community events, attendance at meetings, etc.) to ensure the goals of the transportation project are truly meeting the needs of the community.

"We recognize the importance of public transportation as a crucial part of the solution to the area's future economic, energy, and environmental challenges"

- Mayor
Pedro Aceituno,
City of Bell Gardens

"This is a great opportunity for us. First mile/last mile is very critical for this population."

- Vice Mayor Frank Gurule, City of Cudahy

OLDA
HIGH SPEED TRANSIT

Another project theme was to listen to and respect the community. The team created an environment that encouraged community members to participate, voice their opinions and share their ideas. The team made a conscious effort to work with the community to create a vision and develop a step-by-step process showing how the process works to achieve transportation improvements for the community. This created a better community understanding of the transportation planning process.

All of these stakeholder meetings, small group working sessions and presentations came together, creating opportunities for community groups and key stakeholders to work together, share thoughts and conclude that they all needed to work together for the whole area and support each other.

"How do we get to the station without a car?"

- Councilmember Rosa Perez, City of Huntington Park

City Elected Official and Community Leader Involvement

Although the study outreach activities were targeted toward residents, businesses and community groups in the EJ cities, involvement of EJ city elected officials and community leaders was also a key strategy employed for the purposes of:

- Keeping decision-makers informed about the EJ study and purpose, relative to incorporating EJ planning principles and approaches in the development of the OLDA transit project;
- Raising the level of understanding of both individual and collective community environmental justice issues;
- Soliciting elected officials' views and preferences related to the EJ project; and
- Obtaining executive-level direction on EJ study issues as they emerged. This became a key finding, empowering local communities by helping local elected officials to represent their communities and actively participate in the transportation decision-making process.

Roundtable Discussion Meeting in City of Huntingont Park

Photography by Cristina Quintero

More than once during this process, a local elected official offered critical advice to important transportation decision makers, becoming the voice for the local residents and businesses.

Database Development

The EJ Cities, OLDA and their consultants developed an EJ project database comprised of contacts within the EJ study area. The database listing included:

- Elected Officials and City Staff
- Businesses and Employers
- Community-Based Organizations and Groups (e.g. Rotary, Eagle Club, Tweedy Mile, etc.)
- Chambers of Commerce
- School Districts
- Community representatives and advocates

Community Meeting in the City of Maywood

The final database included the names, addresses and telephone and email contact information for over 300 entities throughout the study area, and was utilized to solicit participation from the EJ communities participating in the study process.

Access to the EJ Communities

At the outset of the study, the City of South Gate, OLDA and their city partners recognized that language issues and cultural sensitivity would need to be proactively addressed in order to ensure that community participation was optimized. Bilingual staff, participation in community events and a culturally sensitive approach brought the project to the local businesses and residents and created working relationships that resulted in the participation of active English speaking and bilingual community representatives. These community representatives worked with OLDA staff and EJ outreach consultants to achieve greater participation from the Spanish-speaking constituents by helping to raise public awareness of the study, thereby enhancing access to the community-at-large.

The project team developed a community partnership, creating and empowering “promotoras” throughout the study area. These individuals became community “champions” and “sponsors” of the project within their cities. These promotoras, champions, and sponsors quickly recognized the importance of participating in the decision-making process and became vital and trusted project partners.

Project information including fact sheets, meeting announcements and notices were translated into both English and Spanish and distributed in community places frequented by the public such as city halls, schools, recreational events, etc. The materials were also made available online on the Gateway Council of Governments (COG) and OLDA websites. Social networking announcements were also posted online. (See Attachments E-H for examples.)

In addition, to ensure that plans for selection of alternatives and the subsequent development of the transit project traversing the study area would be developed in consideration of community needs, OLDA and the EJ study consultants assisted by the City of South Gate and the EJ partner city representatives guided community stakeholders in a dialogue that was designed to:

- Clarify OLDA transit project purpose and objectives (e.g., relationship of the OLDA high-speed rail transit project to the SCAG AA project and other local planning studies);
- Provide information on proposed transit corridor project area; and
- Ascertain community opinions about the potential impacts to their communities (e.g. benefits for city businesses and residents in relationship to realization of benefit).

Transit-Oriented Development at Metro Gold Line Station in Pasadena, California

OLDA staff and their consultants coordinated with SCAG and their consultants to ensure that EJ city public input to the Final Draft Alternatives Analysis Report was heard and understood. EJ study outreach personnel worked to both encourage attendance at AA study area presentations, and to conduct additional focus group and roundtable discussion meetings to solicit community views and perspectives on the AA study results. The OLDA Executive Director and EJ study outreach consultants worked to:

- Review service concepts and station locations along the PE-ROW/West Santa Ana Branch;
- Evaluate and provide opinions about a wide range of possible transit system alternatives; and
- To provide the public and decision-makers with technical information on the future travel needs, and the benefits and impacts of each of the proposed transit alternatives.

Transit-Oriented Housing Development in San Diego, California

EJ Study Outreach Results

OLDA staff and consultants scheduled and/or participated in fourty four (44) community outreach opportunities to discuss information about the OLDA transit project, the SCAG AA study findings, and the EJ study between February and July 2012 (Attachment D). OLDA staff also participated in two (2) local inter-community outdoor events to distribute project information, to facilitate face-to-face discussion with members

of the EJ communities, and to encourage attendance at future study meetings. In addition, OLDA Executive staff met with EJ city elected officials and staff representatives on issues related to the study and to provide project updates. This included periodic presentations to the OLDA Board on an on-going basis throughout the study.

The EJ outreach effort succeeded in securing the participation of over 600 community residents, business leaders, city leaders, and members of community groups in the study area. Major issues raised and discussed during the outreach process are, as follows:

Transportation Event in the City of Bell Gardens

Photography by Cristina Quintero

Perceived Project Impacts and Transportation Planning Issues to Address

- Limit negative impacts on homeowner property values
- The selected alternative should cause minimal displacement to homes and/or businesses
- Ensure access to businesses and commercial enterprises during project construction periods
- Project should be developed to minimize congestion on local streets within EJ communities
- Ensure availability of adequate parking on local streets; address local parking policies and resolve issues that may be created by the project
- Address grade separation issues to ensure optimal traffic flow and circulation
- Spacing of rail stations should allow for maximum train speed
- Select a project alternative, which is compatible with existing local and regional public transportation systems

Unmet Transit Needs

- Transit project should address long overdue transit need and provide transportation options for the EJ cities, including improved access and connectivity to local and regional destinations
- There is a significant need for greater connectivity to employment centers
- Intercommunity linkages should be improved/created (in and between communities and between stations)

Environmental

- Ensure EJ community understanding of all potential environmental impacts that may be created by the project
- Location and proximity of rail stations to residential communities should not create negative pollution or noise impacts; mitigate noise impacts due to train vibration and whistles

"As our population expands and the environmental challenges in our communities increase, we must provide an effective transportation system for future generations. This project provides an opportunity to make that a reality."

- Vice Mayor Sergio Infanzon, City of Bell Gardens

Economic Development

- Economic development and jobs creation must be achieved in development of the transit corridor project
- Identify and create an environment that maximizes opportunities for public/private development and financial investment

Cost and Funding

- Fares/pricing of services should be reasonable and contribute to cost of operation
- Information on project costs and real impacts to taxpayers should be clarified for the public
- Identify funding to ensure completion of the project

The system will need to connect to destinations such as Tweedy Mile (City of South Gate)

Photography by Cristina Quintero

Other Frequently Raised Issues/Questions

- Need to know timetable for completion of the transit corridor project
- Need to continue to seek community participation in the local and regional project planning process

EJ Study Findings and Recommendations

- Considerable interest was demonstrated in the OLDA transit corridor project amongst all EJ stakeholder constituencies. This validated the importance of empowering the community to participate and stay involved in the transportation project planning process. It will be important to continue to build upon the level of community involvement as the OLDA transit project progresses through the regional planning process.

- A key outcome of the study was the active involvement and direct participation of EJ city elected officials in the regional transportation planning process. This process included meetings with important local, regional and inter-county stakeholders serving as members of the SCAG AA study Steering Committee. The EJ city elected officials were involved in developing policy to advance the findings of the AA and the EJ studies, and the OLDA transit project. This was accomplished through the provision of on-going transportation planning support, which served to enhance the abilities of city staff and elected officials resulting in their informed involvement and participation in the regional decision-making process.

"This plan can bring in a development perspective that creates mutually supportive land uses among the EJ cities, increasing mobility and access in the project area and helping to improve the station areas and the surrounding community."

- Irving Taylor, TranSystems

- Given the demographics of the EJ communities in the study area, future outreach efforts conducted relative to the OLDA transit corridor project studies should ensure that presentations are given in a culturally sensitive manner and that language disparities are addressed. Printed information should be available in Spanish and other languages as needed for use in these communities. In addition, opportunities for special meetings and briefings in Spanish, and other languages, should be planned.

- The AA study developed criteria consistent with FTA and Federal Railroad Administration (FRA) to develop acceptable criteria that would determine the percentage of grade separations that would conceivably be constructed on the OLDA project. In response, a vast majority of EJ community leaders and residents expressed their views indicating that planners should include a higher number of grade separations within EJ cities to ensure that local circulation and traffic flow are not negatively impacted. Local issues related to EJ community concerns over the number of grade separations planned on the project will need to be discussed and addressed in future planning studies.

- The location of proposed rail stations in the project area remains an issue for some EJ cities. Additional dialogue with EJ cities is needed to assist them in decisions regarding station locations, as well as, to begin to address station connectivity plans.

- EJ city business and community leaders expressed optimism for the OLDA project indicating that the project offers great opportunity for economic development and mitigation of environmental justice disparities, which can result in significant positive community benefits. Community stakeholders concur that planners should consider all economically viable and sustainable alternatives that are compatible with the goals and objectives of the EJ communities.

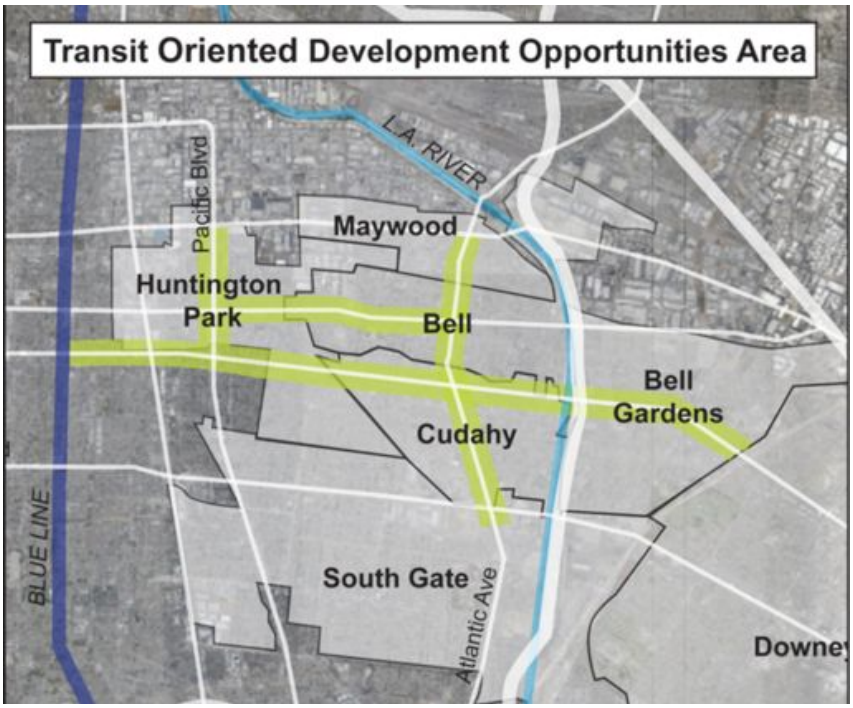
- Economic development and creation of jobs was expressed as a priority within the EJ community. To promote these objectives, OLDA and their members should move forward to develop, refine, and analyze TOD station development options and identify refinements to community land use plans in an around individual station sites, which would optimize positive economic opportunities for the communities within the EJ Study area. Station planning should be coordinated and connected, and include the entire influence area of transit service. This will require an approach beyond the traditional 1/4 to 1/2 mile TOD radius and include opportunities associated with streets in the EJ area. This recommended approach should include the stations and further examination of Pacific Boulevard, Gage Boulevard, Florence Avenue, Firestone Boulevard, and Atlantic Boulevard, specifically linking these streets in a transit oriented district or village bringing together the cities of South Gate, Huntington Park, Bell, Cudahy, Maywood, and Bell Gardens. (See map on following page.)

"We feel this project will truly help stimulate the economic growth and prosperity for Huntington Park and all the communities involved"

- Leticia Martinez, Executive Director, Chamber of Commerce of Huntington Park

"The South Gate Optimists were excited to learn of all the new transportation, land use and potential job opportunities the OLDA high speed rail project will bring to our local and surrounding communities. This important potential transportation project will serve as a catalyst to the economic vitality of southeast Los Angeles."

-Marie Durflinger, Past President
South Gate Optimists Club



Next Steps

It is critical to empower environmental justice stakeholders and as active members of OLDA, South Gate and their city partners will leverage their relationships to create opportunities for EJ stakeholder participation and involvement in the future planning for the OLDA transit project. Some next steps will include, but not be limited to:

- Strengthening community networks and recruiting local volunteer "ambassadors" to continue to build interest and momentum within EJ communities to participate in upcoming regional planning efforts associated with the OLDA project;

- Utilize the findings of EJ city specific and local station plans, future OLDA transit project-related work efforts conducted by the Regional Transportation Planning Agency (RTPA) to:

    - Further identify and address equity of service-related (e.g. access/egress, bus/rail interface, etc.) issues at and around the proposed stations; and
    - Secure financial investment and employment opportunities within the EJ study area.

- Continue in their current efforts to create corridor-based TOD planning approaches to leverage EJ city/OLDA member staff and financial resources.

Conclusion

The EJ study has provided OLDA and their city partners with a greater understanding of the collective views and perspectives of the EJ stakeholder constituencies, including issues and barriers, sufficient to guide future decision-making relative to the development of a transit corridor in the project geographic area.

Community Meeting in City of Bell
Photography by Cristina Quintero

> "Public transportation is a necessity, not an alternative."
>
> - Mayor Pro Tem Violeta Alvarez, City of Bell

This is an important early step in a long process that requires commitment for several years. It is a competitive process that will need the participation and involvement of the environmental justice project area to reach a successful conclusion.

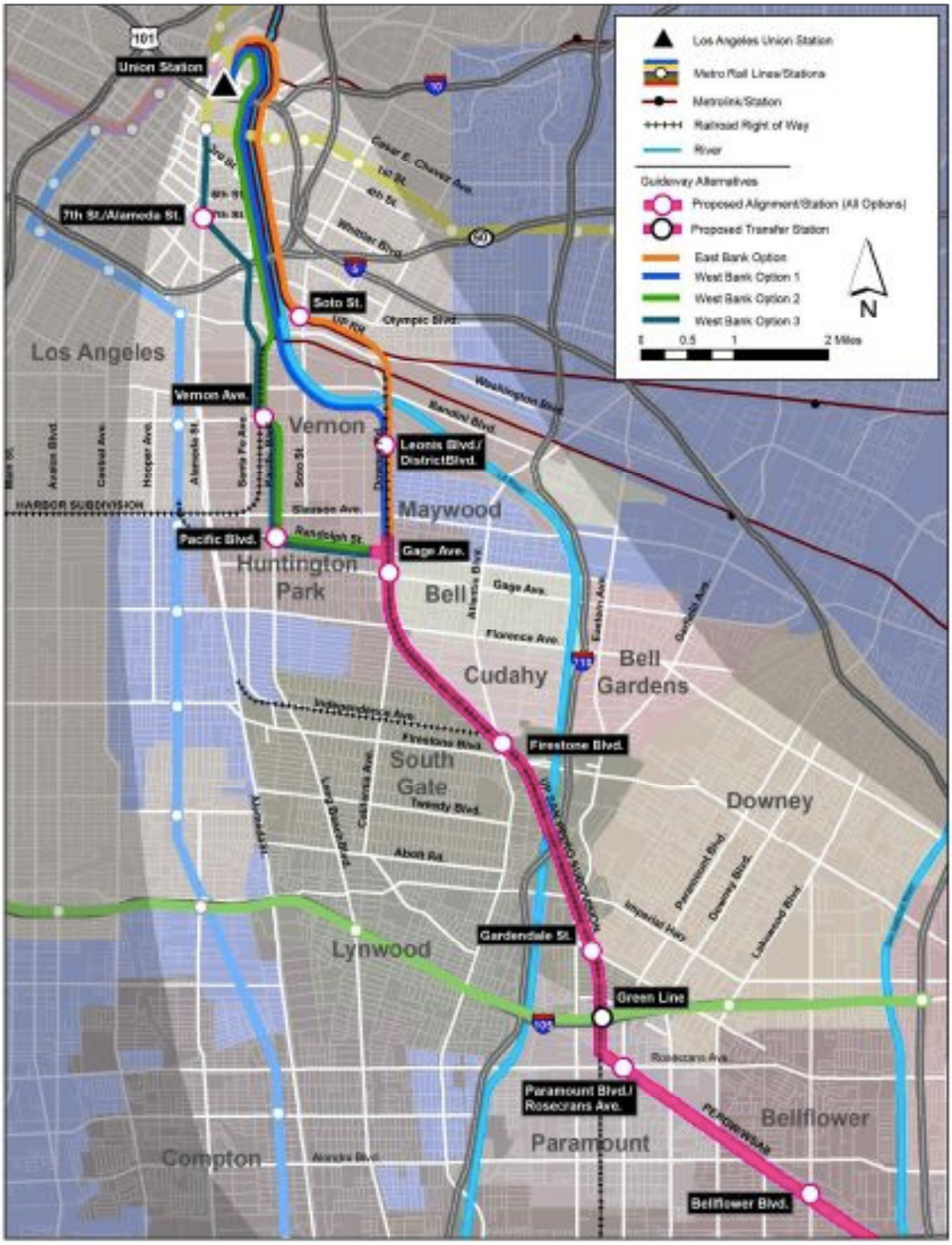
The environmental justice study was important to pursue involvement of under-represented, disadvantaged populations in the local and regional planning process. Future efforts related to this project will benefit from this study.

This study established a level of awareness, using an inclusive process that welcomed participation by individuals, community groups, business groups and local residents. It provided an opportunity to involve the community early in the planning process and helped people to better understand the big-picture and local benefits of this transportation project. It also gave transportation planners an early look at community issues with input to address some of their concerns. Successful implementation will require regular community updates to ensure that project elements meet the goals of the local community.

This is an opportunity to revitalize neighborhoods along the transit corridor. It creates an opportunity to expand the area of influence beyond the transit stations and include the entire transit corridor area as part of the economic development plan.

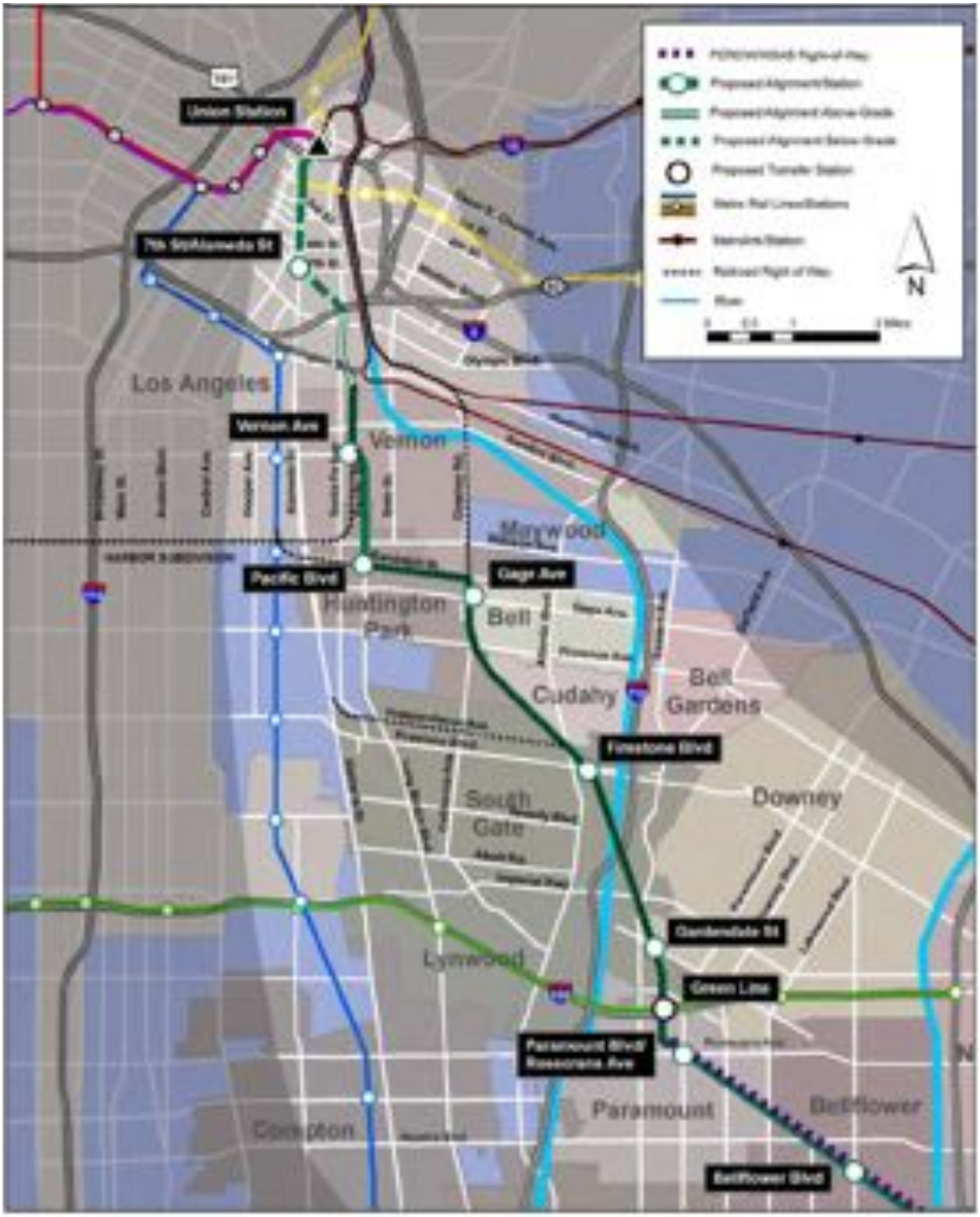
OLDA HIGH SPEED TRANSIT

SCAG AA Study
Guideway Alternative: Northern Connection Area
Alignment Alternatives



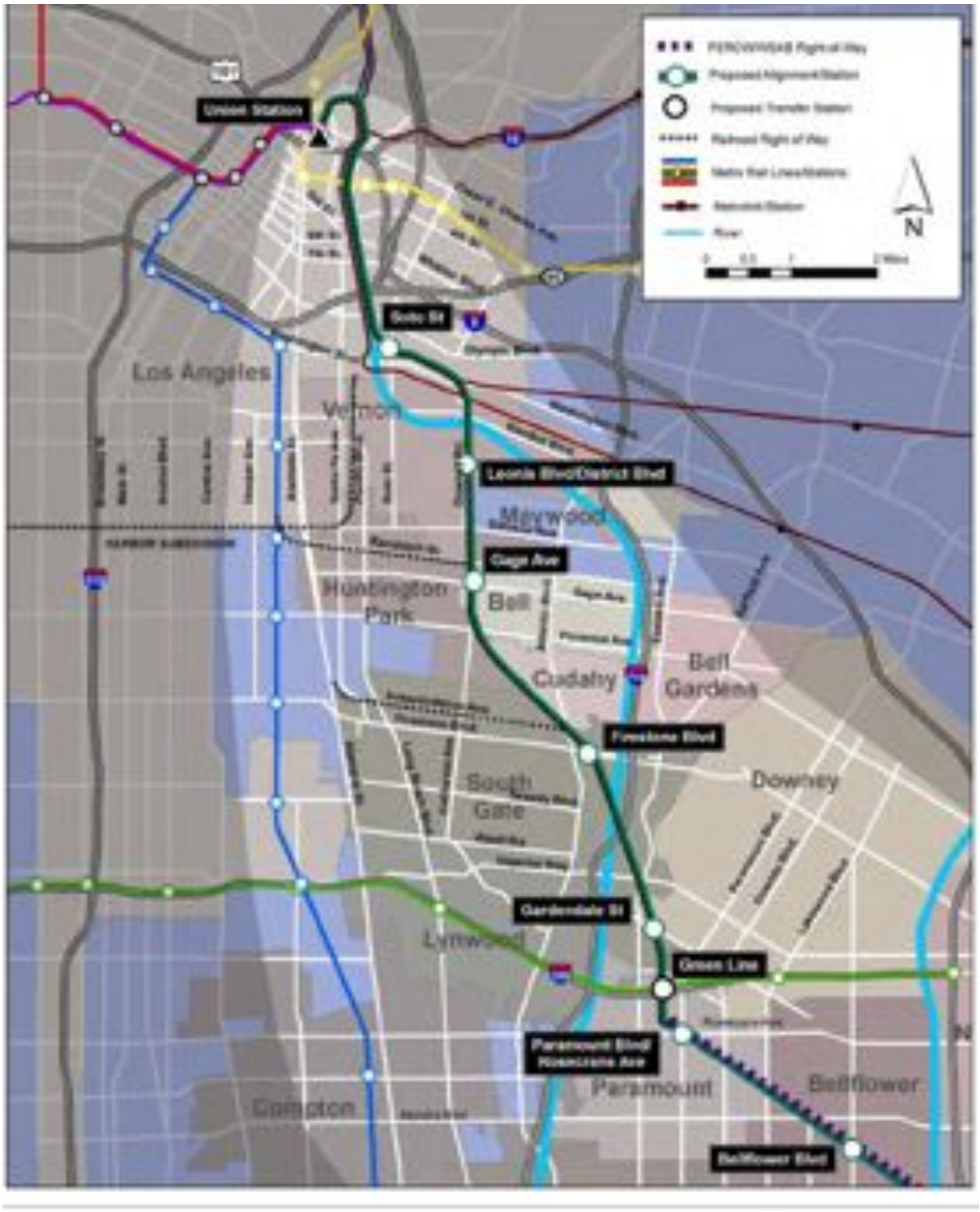
Attachment B

SCAG AA Study
West Bank Alternative 3



Attachment C

SCAG AA Study
East Bank Alternative



Attachment D

City of South Gate/OLDA Southern Rail Corridor
Community Impacts and Opportunity Assessment
Community Outreach Opportunities

City	Date	Affiliation/Group/Club/Event
City of South Gate	May 31, 2011	Meeting with Mayor Davila
City of South Gate	February 12, 2012	Chamber of Commerce Presentation
City of South Gate	February 21, 2012	Chamber of Commerce Working Session
City of South Gate	February 25, 2012	Rotary Club Meeting Presentation
City of South Gate	March 6, 2012	Optimists Club Meeting Presentation
City of South Gate	March 16, 2012	Rotary Club Meeting Presentation
City of South Gate	March 7, 2012	Eagles Club Meeting Presentation
City of South Gate	April 3, 2012	Tweedy Mile Meeting Presentation
City of South Gate	April 23, 2012	South Gate City Council Presentation
City of South Gate	May 29, 2012	Business Leader Focus Group
City of South Gate	July 17, 2012	Community Meeting
City of South Gate	January 28, 2013	Meeting with Councilmember Davila
City of Huntington Park	June 30, 2011	Meeting with Vice Mayor Molina
City of Huntington Park	March 8, 2012	Chamber of Commerce Presentation
City of Huntington Park	March 15, 2012	Meeting with Vice Mayor Molina
City of Huntington Park	May 3, 2012	Business Leader Roundtable
City of Huntington Park	May 8, 2012	Community Meeting
City of Huntington Park	August 6, 2012	Meeting with Mayor Molina
City of Huntington Park	October 4, 2012	Meeting with Mayor Molina/City Manager
City of Huntington Park	February 4, 2013	Huntington Park City Council Presentation
City of Bell	May 14, 2012	Chamber of Commerce Presentation
City of Bell	June 28, 2012	Business Roundtable
City of Bell	July 5, 2012	Community Meeting

City of Bell	July 5, 2012	Meeting with Vice Mayor Alvarez
City of Bell	July 10, 2012	Meeting with Councilmember Quintana
City of Bell	July 18, 2012	Bell City Council Presentation
City of Bell Gardens	November 12, 2012	Bell Gardens City Council Presentation
City of Cudahy	May 31, 2011	Meeting with Mayor Barrios
City of Cudahy	May 31, 2011	Meeting with Councilmember Gurule
City of Cudahy	February 2, 2012	Meeting with City Manager
City of Cudahy	May 23, 2012	Town Hall Meeting and Presentation
City of Downey	June 30, 2011	Meeting with Mayor Marquez
City of Maywood	September 6, 2011	Meeting with Councilmember Guardado
City of Maywood	September 6, 2011	Meeting with City Manager
City of Maywood	October 10, 2011	Maywood City Council Presentation
City of Maywood	May 13, 2012	Chamber of Commerce Presentation
City of Maywood	June 6, 2012	Community Meeting
City of Paramount	June 30, 2011	Meeting with City Manager
Gateway Cities COG	September 13, 2012	COG Board EJ Presentation
OLDA EJ Cities	August 9, 2012	Meeting with OLDA EJ Members
OLDA EJ Cities	November 12, 2012	Meeting with OLDA EJ Members
OLDA EJ Cities	December 4, 2012	Meeting with OLDA EJ Members

Community Events

City of Huntington Park	April 14-15, 2012	Carnaval Primavera Festival
City of Bell Gardens	May 24, 2012	Transportation Event**

**Special Meeting of the Gateway Cities Service Council

Attachment E

OLDA EJ Description

OLDA

OLDA
is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bellflower
City of Cerritos
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of Santa Clarita
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena Airport Authority

Chairman
Frank Quintero
Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena
Airport Authority

Vice Chairman
Luis H. Marquez
Council Member
City of Downey

Secretary
Maria Davila
Mayor
City of South Gate

Treasurer
Michael McCormick
Council Member
City of Vernon

Auditor
Scott A. Larsen
Council Membe
City of Bellflower

Executive Director
Michael R. Kodama

General Counsel
Sandra J. Levin

Ex-Oficio
James McCarthy
Caltrans, District 7

SOUTH GATE/HUNTINGTON PARK CALTRANS ENVIRONMENTAL JUSTICE TRANSPORTATION PLANNING GRANT

PROJECT DESCRIPTION AND PURPOSE

The Cities of South Gate and Huntington Park, in cooperation with seven (7) neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the neighboring city partners and OLDA, will conduct the study for the purposes of engaging impacted communities in a broad-based dialogue to:

- Consider the potential development of a transit corridor linking the southern portion of the Orangeline Development Authority (OLDA) high-speed rail corridor with Union Station; and
- Discuss and address the associated economic, social, and environmental justice issues in the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies to accomplish the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The study planning process will facilitate community involvement and participation by providing issues-based information and data to educate, inform and empower community stakeholders to discuss and develop solutions to address their critical transportation, environmental and economic development needs relevant to the establishing a transit corridor project plan. The EJ planning study is a critical step in the process to develop short-and long-range consensus-driven solutions in the project area which are reflective of community values.

PROJECT DURATION/SCHEDULE

The EJ planning study duration is 24-months and will be completed by February 2013.

WHAT WILL THE STUDY ENTAIL?

To ensure that the transit corridor plans underway will be compatible with community needs stakeholders will be engaged to provide input into the conceptual design of the project. Some of the following stakeholder involvement opportunities are envisioned to be conducted:

- Briefings and/or workshops for elected officials and opinion leaders;
- Community meetings, forums and open-house events;
- Roundtables with business leaders and employers; and
- Focused group discussions for community-based organizations and citizens advisory groups;
- Posting and regular updating of Project Fact Sheets on South Gate, Huntington Park, Gateway Council of Governments (COG) and OLDA websites

The community outreach, participation and empowerment process will be specifically designed, developed and tailored to involve the impacted communities in a culturally sensitive and appropriate manner.

16401 Paramount Boulevard ▪ Paramount ▪ California 90723 · (562) 663-6850 · www.olda.org

OLDA EJ Spanish Description

OLDA

SOUTH GATE/HUNTINGTON PARK
SUBSIDIO DE PLANIFICACION PARA LA JUSTICIA AMBIENTAL DEL TRANSPORTE CALTRANS

DESCRIPCIÓN Y OBJETIVO DEL PROYECTO

Las ciudades de South Gate y Huntington Park, en colaboración con siete (7) dependencias locales vecinas, están llevando a cabo un estudio de planificación de la Justicia Ambiental (JA). South Gate es el organismo principal y con la colaboración con las ciudades vecinas y OLDA, llevará a cabo un estudio con el fin de que las comunidades comprometidas entren en un diálogo de amplio para:

- Considerar la posibilidad de crear un corredor de tránsito que una la parte sur de del corredor de Orangeline Development Authority (OLDA, por sus siglas en inglés) con Union Station (la estación central); y
- Discutir y resolver los problemas relacionados a la justicia económica, social, y ambiental que tienen en el corredor.

El estudio proporcionará las bases para que la comunidad desarrolle de acuerdo con las metas del proyecto, objetivos y estrategias para lograr desarrollar el proyecto de tránsito en el corredor, y será diseñado para conseguir vitalidad económica y resolver cuestiones ambientales dentro del corredor.

El proceso del estudio de planificación involucrara y facilitará la participación de la comunidad ya que se ofrecerá información y datos basados en los temas a tratar, con el fin de educar, informar, y capacitar a los interesados para que puedan discutir y desarrollar soluciones para las necesidades esenciales del desarrollo de transporte, medio ambiente, y crecimiento económico importantes para establecer un plan de tránsito en el corredor. Este estudio es un paso primordial para desarrollar soluciones de consenso a corto y largo plazo en el proyecto que reflejen los intereses de la comunidad.

DURACIÓN DEL PROYECTO/PROGRAMA

El estudio de planificación JA tomará 24 meses y se completara para Febrero del 2013.

¿QUÉ IMPLICA EL ESTUDIO?

Para asegurar que los planes en marcha de la via del corredor sean compatibles con las necesidades de la comunidad, los interesados tendrán la oportunidad de comentar sobre el diseño conceptual del proyecto. Algunas de las siguientes oportunidades se han creado para realizarse con las personas interesadas:

- Sesiones informativas y/o talleres para los funcionarios elegidos y lideres de opinión;
- Reuniones comunitarias, foros y eventos;
- Mesas redonda con lideres de negocios y empleadores; y

OLDA
is a joint powers agency formed to pursue development of a high speed environmentally friendly transit system in Southern California. The Authority is composed of the following public agencies:

City of Artesia
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City of Bellflower
City of Cerritos
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of Santa Clarita
City of South Gate
City of Vernon
Burbank-Glendale-Pasadena Airport Authority

Chairman
Frank Quintero
Council Member
City of Glendale
Commissioner
Burbank Glendale Pasadena Airport Authority

Vice Chairman
Luis H. Marquez
Mayor
City of Downey

Secretary
Maria Davila
Mayor
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Executive Director
Michael R. Kodama

General Counsel
Sandra J. Levin

Ex-Oficio
James McCarthy

16401 Paramount Boulevard ▪ Paramount ▪ California 90723 (562) 663-6850 www.olda.org

Attachment F

OLDA Roundtable Discussion Meeting Flyer

MEETING ANNOUNCEMENT:
City of South Gate/OLDA
Caltrans Environmental Justice Planning Study
Roundtable Discussion Meeting

The Cities of South Gate and Huntington Park, in cooperation with seven (7) other neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the Orangeline Development Authority (OLDA) and the neighboring city partners is conducting the study in these communities to:

- Consider the potential development of a transit corridor linking the southern portion of the OLDA corridor from Cerritos to Union Station; and
- Discuss the associated economic, social, and environmental justice issues in the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies related to the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The roundtable meeting is scheduled for **Tuesday, May 29, 2012 at South Gate Chamber of Commerce at 5:30 p.m**. You may find out more by contacting Judith Norman at (310) 892-9373 or Cristina Quintero at (818) 395-6845 or by visiting Olda.org.

We value your input and look forward to your participation in this important community meeting.

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California.

OLDA Roundtable Spanish Discussion Meeting Flyer

MEETING ANNOUNCEMENT:
City of South Gate/OLDA
Caltrans Environmental Justice
Planning Study
Roundtable Discussion Meeting

Las ciudades de South Gate y Huntington Park en cooperación con siete (7) jurisdicciones vecinas locales, están conduciendo un estudio de planeamiento de Justicia al Medio Ambiente/ Environmental Justice (EJ). La ciudad de South Gate ejerciendo como la agencia líder, en cooperación con Orangeline Development Authority (OLDA) y las ciudades vecinas asociadas están conduciendo el estudio en estas comunidades para:

- Considerar el desarrollo potencial de un corredor de transito, uniendo la porción sur del corredor de OLDA desde Cerritos hasta Union Station; y
- Discutir los asuntos económicos, sociales y medioambientales asociados con el corredor.

El estudio proveerá el cimiento para el desarrollo comunitario de las metas, objetivos y estrategias relacionadas con el proyecto del corredor de transito y estará diseñado para obtener vitalidad económica y así abordar los asuntos concernientes al corredor.

La reunión del Grupo de Enfoque (Focus Group) se llevara a cabo:

Lugar: South Gate Chamber of Commerce
Dia y hora: Martes , Mayo 29, 2012 a las 5:30PM.

Para más información puede contactarse con Judith Norman al (310)892-9373, Cristina Quintero al (818)395- 6845 o visitando Olda.org
Valoramos su aporte y esperamos su participación en esta importante reunión de la comunidad.

Orangeline Development Authority (OLDA) se ha comprometido a promover el transporte en toda la región del Sur de California. OLDA se encarga de la planificación, financiamiento y construcción de un sistema de transito de alta velocidad no dañino al medio ambiente, a desnivel y de energía eficiente en el Sur de California.

Attachment G

Marketing Materials
English Language Flyer

SOUTH GATE/HUNTINGTON PARK CALTRANS ENVIRONMENTAL JUSTICE TRANSPORTATION PLANNING GRANT

PROJECT DESCRIPTION AND PURPOSE

The Cities of South Gate and Huntington Park, in cooperation with seven (7) neighboring local jurisdictions are conducting an Environmental Justice (EJ) planning study. South Gate serving as the lead agency, in cooperation with the Orangeline Development Authority (OLDA) and the neighboring city partners are conducting the study in these communities to:

- Consider the potential development of a transit corridor linking the southern portion of the OLDA corridor from Cerritos to Union Station; and
- Discuss the associated economic, social, and environmental justice issues in the corridor.
- The study will provide the basis for community development of project-related goals, objectives and the strategies related to the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The study will provide the basis for community development of project-related goals, objectives and the strategies to accomplish the transit corridor project, and will be designed to achieve economic vitality and address environmental issues within the corridor.

The study planning process will facilitate community involvement and participation by providing issues-based information and data to educate, inform and empower community stakeholders to discuss and develop solutions to address their critical transportation, environmental and economic development needs relevant to the establishing a transit corridor project plan. The EJ planning study is a critical step in the process to develop short-and long-range consensus-driven solutions in the project area which are reflective of community values.

PROJECT DURATION/SCHEDULE

The EJ planning study duration is 24-months and will be completed by February 2013.

WHAT WILL THE STUDY ENTAIL?

To ensure that the transit corridor plans underway will be compatible with community needs stakeholders will be engaged to provide input into the conceptual design of the project. Some of the following stakeholder involvement opportunities are envisioned to be conducted:

- Briefings and/or workshops for elected officials and opinion leaders;
- Community meetings, forums and open-house events;
- Roundtables with business leaders and employers;
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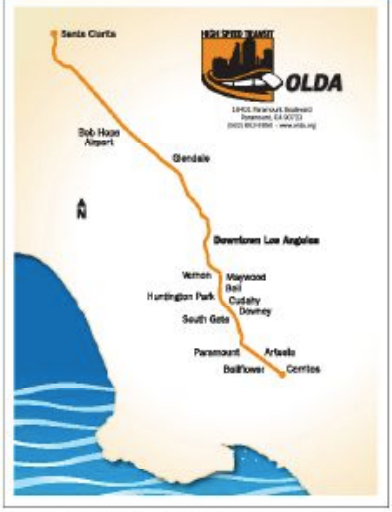
- Posting and regular updating of Project Fact Sheets on South Gate, Huntington Park, Gateway Council of Governments (COG) and OLDA websites

The community outreach, participation and empowerment process will be specifically designed, developed and tailored to involve the impacted communities in a culturally sensitive and appropriate manner.

The Orangeline Development Authority (OLDA) is a joint powers authority (JPA) formed to pursue development of a high speed, grade separated, environmentally friendly and energy efficient transit system in Southern California.



Stakeholder involvement opportunities that will occur during the months of: May – June 2012.
For more information visit our website at:
www.olda.org

Attachment H

Marketing Materials
Spanish Language Flyer

SOUTH GATE/HUNTINGTON PARK
SUBSIDIO DE PLANIFICACION PARA LA JUSTICIA AMBIENTAL DEL TRANSPORTE CALTRANS

DESCRIPCIÓN Y OBJETIVO DEL PROYECTO

Las ciudades de South Gate y Huntington Park, en colaboración con siete (7) dependencias locales vecinas, están llevando a cabo un estudio de planificación de la Justicia Ambiental (JA). South Gate es el organismo principal y con la colaboración con las ciudades vecinas y OLDA, llevará a cabo un estudio con el fin de que las comunidades comprometidas entren en un diálogo de amplio para: -

Considerar la posibilidad de crear un corredor de tránsito que una la parte sur de del corredor de Orangeline Development Authority (OLDA, por sus siglas en inglés) con Union Station (la estación central); y

• Discutir y resolver los problemas relacionados a la justicia económica, social, y ambiental que tienen en el corredor.

El estudio proporcionará las bases para que la comunidad desarrolle de acuerdo con las metas del proyecto, objetivos y estrategias para lograr desarrollar el proyecto de tránsito en el corredor, y será diseñado para conseguir vitalidad económica y resolver cuestiones ambientales dentro del corredor.

El proceso del estudio de planificación involucrara y facilitará la participación de la comunidad ya que se ofrecerá información y datos basados en los temas a tratar, con el fin de educar, informar, y capacitar a los interesados para que puedan discutir y desarrollar soluciones para las necesidades esenciales del desarrollo de transporte, medio ambiente, y crecimiento económico importantes para establecer un plan de tránsito en el corredor. Este estudio es un paso primordial para desarrollar soluciones de consenso a corto y largo plazo en el proyecto que reflejen los intereses de la comunidad.

DURACIÓN DEL PROYECTO/PROGRAMA: El estudio de planificación JA tomará 24 meses y se completara para Febrero del 2013.

¿QUÉ IMPLICA EL ESTUDIO?

Para asegurar que los planes en marcha de la via del corredor sean compatibles con las necesidades de la comunidad, los interesados tendrán la oportunidad de comentar sobre el diseño conceptual del proyecto. Algunas de las siguientes oportunidades se han creado para realizarse con las personas interesadas:

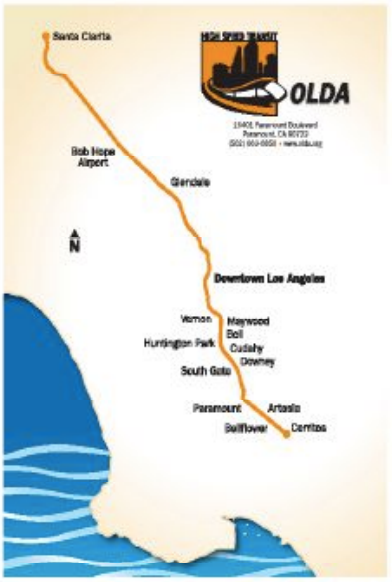
Sesiones informativas y/o talleres para los funcionarios elegidos y lideres de opinión;

• Reuniones comunitarias, foros y eventos; • Mesas redonda con lideres de negocios y empleadores; • Grupos de enfoque para organizaciones comunitarias y grupos asesores de la ciudadanía; • Anunciar y actualizar regularmente las hojas informativas del Proyecto en los sitios de internet de South Gate, Huntington Park, Gateway Council of Governments (COG) y OLDA

La divulgación, participación y proceso de capacitación para la comunidad será específicamente diseñado, desarrollado y adaptado para involucrar las comunidades impactadas de una manera consciente y con sensibilidad cultural.

City of South Gate/OLDA
Caltrans EJ Study Activities

Reuniones y presentaciones para la Comunidad, organizaciones, lideres comunitarios y diferentes grupos, se estarán llevando a cabo durante los meses de Mayo y Junio.
Tendremos mesa redonda con lideres de negocios y focus groups con discusiones abiertas para el publico. Para mas información visite nuestra pagina web.



Para mas informacion visite la pagina: www.olda.org

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