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Appendix A  Environmental Assessment/Draft Environmental Impact Report
Chapter 1.0 Introduction

This Revised Environmental Assessment/Final Environmental Impact Report (REA/FEIR) complies with both National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. The federal and State environmental clearance for the Santa Ana-Garden Grove Fixed (SA-GG) Guideway Project (proposed project) was prepared in a joint NEPA and CEQA document.

1.1 Intended Use of the Revised EA/Final EIR

This REA/FEIR was prepared at the direction and under the supervision of the City of Santa Ana (City) as the local lead agency. The Orange County Transportation Authority (OCTA) is a responsible agency under CEQA. The Federal Transit Administration (FTA) is the federal lead agency pursuant to NEPA. This REA/FEIR incorporates the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) by reference and includes a description of a subsequent change to the proposed project, which involves the identification of a Locally Preferred Alternative. In addition, the REA/FEIR includes comments and recommendations received in response to the EA/DEIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the EA/DEIR; responses to significant environmental points raised in those comments; and other relevant information added by the local lead agency.

The intended use of this REA/FEIR by the City is to assist in making decisions regarding whether to adopt the proposed project, certify the FEIR, and file the Notice of Determination, which will complete the CEQA process. The intended use of this REA/FEIR by FTA is to update the proposed project and provide the necessary information to issue the Findings of No Significant Impact (FONSI) to complete the NEPA process.

This REA/FEIR is comprised of four chapters:

Chapter 1.0 Introduction. This chapter includes an overview of the proposed project, a summary of the alternatives considered, and a summary of the project’s potential environmental impacts.

Chapter 2.0 Responses to Comments. This chapter contains comments received by the City during the public review period and public hearings for the EA/DEIR and responses to each comment.

Chapter 3.0 Corrections and Additions. This chapter provides the changes to the EA/DEIR in response to comments received during the public review period and public hearing process.

Chapter 4.0 Mitigation Monitoring and Reporting Program. This chapter includes a list of the required mitigation measures and identifies the enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and the action indicating compliance with each measure.
1.2 Summary of the Proposed Project

The SA-GG Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transit Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

The alternatives addressed in the EA/DEIR consisted of a No Build Alternative and a Transportation System Management (TSM) Alternative, as well as four build alternatives; Streetcar Alternatives 1 and 2 and Initial Operating Segment (IOS)-1 and IOS-2, which are shorter versions of the full alignment. Streetcar Alternative 1, which is the Locally Preferred Alternative, will utilize the Pacific Electric Right-of-Way (PE ROW) through the western portion of the approximately four-mile alignment to reduce costs and impacts and to provide optimum accessibility. The eastern portion of the alignment will operate along Santa Ana Boulevard and 4th Street on the way to SARTC. The streetcar system will be electrically powered using an overhead contact system and a series of Traction Power Substations. The Locally Preferred Alternative includes 24 stations.

Streetcar Alternative 2 would utilize the PE ROW through the western half of its alignment and primarily operate along Santa Ana Boulevard, Civic Center Drive, and 5th Street through the eastern half of the alignment to SARTC. The operational characteristics of this alternative are identical to Streetcar Alternative 1. The differences between the two streetcar alternatives are the alignment and the fact that Streetcar Alternative 2 would have one additional station for a total of 13.

The No Build Alternative provides the basis for comparing future conditions resulting from other alternatives. This alternative includes conditions in the foreseeable future (through planning horizon year 2035) include projects that (1) have environmental analysis approved by an implementing agency and (2) have a funding source identified for implementation. The TSM Alternative enhances the mobility of existing transportation facilities and transit network without construction of major new transportation facilities or significant, costly physical capacity improvements. The TSM Alternative emphasizes low cost (i.e., small physical) improvements and operational efficiencies, such as focused traffic engineering actions, expanded bus service, and improved access to transit services. In response to funding and phasing issues raised by fiscal constraints identified during OCTA’s long-range transportation planning process, IOSs were developed as alternatives, which are shorter segments of the Locally Preferred Alternative and Streetcar Alternative 2. Further details on these alternatives are provided on page 2-1 of the EA/DEIR.
1.3 Selection of a Locally Preferred Alternative

Following receipt of public comments on the EA/DEIR and after the close of the public comment period, the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4th Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014. The selection of the Locally Preferred Alternative was based on the evaluation criteria that were approved by the community during the public scoping process. These criteria included the consideration of accessibility and livability; economic development, transit supportive land use, and community goals; environmental responsibility; travel benefits, choice, and reliability; and cost effectiveness and financial feasibility. Streetcar Alternative 1 produced the highest ridership, and served the greatest number of transit dependent households. Compared to Streetcar Alternative 2, it required less right-of-way acquisition, had a lower capital cost to construct, and greater ease of constructability. The existing land uses along the Streetcar Alternative 1 alignment were highly transit supportive, and offered greater economic development potential for the future. The selection of this Locally Preferred Alternative constitutes the extent of change to the proposed project that has occurred since the circulation of the EA/DEIR. The selection of the Locally Preferred Alternative does not create a change in circumstances, generate changes to the previously identified alternatives, or alter the previous environmental evaluation and determinations which were identified in the EA/DEIR.

1.4 Noticing and Availability of EA/DEIR

In compliance with NEPA regulations and CEQA Guidelines Sections 15085 and 15087, a Notice of Availability of the EA/DEIR was distributed, and the EA/DEIR was made available for public review for 45 days beginning May 23, 2014 to provide an opportunity for interested parties to comment on the EA/DEIR. There were three public hearing meetings, which were held on June 14, 17, and 19, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, community groups, and individuals. These comments and the corresponding responses are presented in Chapter 2.0, Responses to Comments of this REA/FEIR.

1.5 Environmental Review Process

Meaningful public engagement was an important component of the SA-GG Fixed Guideway Project from the onset. Prior to making any key decisions on the proposed project, the City of Santa Ana initiated a public scoping process to define the appropriate range of issues to be addressed in the EA/DEIR. Four scoping meetings were conducted for the general public between June 8 and June 12, 2010. Two of these meetings were scheduled in the evening, one meeting was scheduled in the morning, and one meeting was scheduled on a Saturday afternoon, providing those community members who could not attend any of the weekday evening meetings with an opportunity to participate. Public comment opportunities were made available at each meeting. It should also be noted that articles and advertisements were published in a number of local newspapers, including several non-English publications. All information materials were presented in English, as well as Spanish.
The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City’s website at http://santaanatransitvision.com. The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area’s regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit [BRT] services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

A reasonable range of alternatives has been evaluated as part of the environmental process, beginning with a robust alternatives analysis and using a screening process to provide a limited range of alternatives in the EA/DEIR. The alternatives analysis is described in detail beginning on page 2-29 of the EA/DEIR. Several alternatives, in addition to those previously discussed, including BRT routes along Santa Ana Boulevard and Civic Center Drive, were considered in the initial alternatives analysis but were ultimately screened out because they did not fully satisfy the purpose and need or project goals and objectives and were less cost effective in terms of both capital and operations and maintenance costs per rider than Streetcar Alternatives 1 and 2.

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. If the No Build Alternative is identified as the environmentally superior alternative, the identification of the next best environmentally superior alternative must be identified. As described in the EA/DEIR and the REA/FEIR, the No Build Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative. Of the remaining alternatives, the TSM Alternative is the CEQA environmentally superior alternative because no impacts were identified in the EA/DEIR. However, the City hereby finds that the TSM Alternative would not achieve the proposed project’s basic objectives and thereby rejects this alternative.
Chapter 2.0    Responses to Comments

This chapter provides responses to all written and oral comments received on the EA/DEIR. Comments include issues raised by the public that warrant clarification or correction of certain statements in the EA/DEIR.

2.1    Public Review

The EA/DEIR was circulated for a period of 45 days beginning on May 23, 2014. During the review period, 17 written submissions were received on the EA/DEIR from public agencies, groups and individuals. Between June 14 and June 19, 2014, the City also held three public meetings to present the conclusions of the EA/DEIR and receive comments from the public. Approximately 150 people attended the public meetings, and roughly 34 attendees gave verbal testimony at the meetings. Transcripts of the verbal testimony and responses to the environmental issues raised in their testimony are provided below. Table 2-1 presents a list of all public agencies, organizations, and individuals who submitted written comments. Each comment letter has been assigned a number.

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### TABLE 2-1: COMMENT LETTERS

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<tr>
<th>No.</th>
<th>Commenter</th>
<th>Comment Topic</th>
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</table>
| 5   | State of California  
California State Transportation Agency  
Department of Transportation District 12  
Maureen El Harake,  
Branch Chief, Regional-Community-Transit Planning  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612 | No comments provided. |
| 6   | Orange County  
Clerk-Recorder’s Office  
12 Civic Center Plaza, Room 106  
Santa Ana, CA 92702 | Draft EIR Review Process |
| 7   | Santa Ana Historical Preservation Society  
Alan Lawson  
120 Civic Center Drive West  
Santa Ana, CA 92701 | Historic Resources, ROW Acquisition, Support for Streetcar Alternative 1 |
| 8   | Santa Ana Community & Business Alliance (SAC-BA)  
Madeleine Spencer  
333 East 9th #303  
Santa Ana, CA 92701  
*Commenters:* Elia Fitz; Jose Olegario Perez; Maximo Navarro; David Manzo; Francisco Pro.; Adriana Hernandez; Teresa M. Julio; Alicia Meza; Erick Leyva; Gina Torres; Bienvenida Guzman; Susi Lopez | Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, General Opposition |
| 9   | Santa Ana Business Council, Inc. (SABC)  
400 East 4th, Suite 7  
Santa Ana, CA 92701  
*Commenters:* Shahram Makhani; Laura Fabilla Diaz; Guillermina Madriles; Manuel Peña; Ceballos Fernando; Raul Alvarez; Tomas Valenzuela; Inhee Cha; Inhee Cha; Won Cha; Walter W. Cha | Impacts to Business on Fourth Street and Opposition to Streetcar Alternative 1 |
<p>| 10  | <em>Commenters:</em> Karla Cuevas; Art Santacruz; Villamar Ortiz; Ashley Brown; Maria Anza; Miguel Angel; Maylin Mendoza; Hugo Martinez; Alvarez Regino; Maximiliano Garcia; Alejandro Escobar; Lorena Ramirez; Cinthya Perez; Lippi Murtough; Katherine Anza; Geraldine Arellano; Clarissa Arellano; Aurora Sandivia; Petra Salgado; Maria Hernandez; Enrique R.; Yesenia Canova; Nathalie Canova; Evangelina Romero; Manuel Topete; Imelda Salgado; Jose Ochoa; Virginia Ochoa; David Inga; Patrick Douphey; Cesar Gonzalez; Francisco Salgado; Lesley Ramos; Sergio Diaz; Maria Salgado; Ciro Salgado; Adelfa Najera; Irma Lopez; Monse Perez | Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1 |</p>
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<th>No.</th>
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<td>Santa Ana Community &amp; Business Alliance (SAC-BA)</td>
<td>Construction, Land Use, Growth, Community Outreach and Noticing, Displacement, Purpose and Need, Cost, Safety, Equity/Environmental Justice, Opposition to Streetcar Alternative 1</td>
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<tr>
<td></td>
<td>Madeleine Spencer</td>
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<td>333 East 9th #303</td>
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<td>Santa Ana, CA 92701</td>
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<td><em>Commenters:</em> Ginette Sanchez; Cirilo Martinez; Andrew Ramos; Jose Llanos; Ismael Becerril; Isido Acosta; Juan Sanchez; Crecencio Martinez; Raul Hernandez; Hanadi Roman; Jose Roman; Evander Aguirre; Cuahutemoc Sanchez; Araceli Kantu; Angela Garcia; Angela Mejia; Carmen Ortega; Maria Perez; Yolanda Aguirre; Consuelo Blanco; Edlyn Salazar; Mari Carmen Valencia; Javier Galvez; Edith Hernandez; Sergio Ortega; Teresa Andrade; Cristina Moreno; Praxedes Bernal; David Rey Resendiz; Jose Olivares; Leonardo Moreno Navarro; Oscar Hurtado; Juan Sacche; Hugo Rojas Hernandez; Jose Hernandez; America Najera; Marco Zeferino; Araceli Robles; Rigoberto Robles; Luis E. Robles; Apolonio Cortes; Nancy Mejia; Laura Pantoja; Edward Garza; Jeff Merrick; Pat Aliso; Cinthya Sanchez; Elva Navarrete; Yohana Rojas; Venancio Chavez; Angelica Flores; Arnold W; Luis Pantoja; Juan Carlos Macedo; Javier Roman; Jonathan Lizarraga; Gavino Mendez; Miguel Angel Macedo; Yanet Castaneda; Juan Vergara; Jose E. Vega; Abraham Hernandez; Jorge Cabrera; Mario Martinez; Juanita Hernandez; Maria Guadalupe Diaz; Nohemi Gonzalez; Jose Elias Gonzalez; Isidora Espinoza; Felipe Chavez; Victor Guerrero; Crecencio Reyes; Angie Tapia; Francisca Trujillo; Rufino Tochihuitl; Teresa Mendez; Jaime Mendez; Estela Tejada; Victoria garcia; Moises Vasquez; Rosa E. Ubach; Maria Perez; Esperanza Ramirez; Adrian Brindis; Celene Ponce; Soledad Gomez</td>
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<td>Santa Ana, CA 92701</td>
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<td><em>Commenters:</em> Perla Veronica Alvarez; Elma Vazquez; George Hansen; Quan M. Tran; Guadalupe Macias; Martha Guillen; Jose M. Solorio; Maria Hernandez; Hector Ruiz; Paulino Fuentes; Palmira Astudillo; Susan Chan; Carlos Rodriguez; Patricia Munoz; Jose Rodriguez; Susan Ceballos; Daniel Estrada; Martha Silva; Adan Rodriguez; Efren; Raymond Rangel; Acencion Trujillo; Laura Hernandez; Josefina Estrada; Gerardo Bahena; Edilberto Forero; Lupe Sandoval; Guadalupe Pantoja; Michael Kassira; Ricardo Cortez; Elvia Viera; I rma Aguilera; Mariano Mendoza; Jorge Vital; Sal Navarro; Arturo Lomeli; Tomas Valenzuela; Jaime Nungavay; Joseph G Elias; Ruth Gerardo; Mike Husain; Jeam Yeol Chon; Lee Gomez; Elia Castellon; Aracely Calderon; Danica Marin; Alberto Otero; Hector Silva; Alicia Salcedo; Guillermo de la Pina; Abdul Amoudi; Narn Hye Yun; Marcela Prado Rodriguez; Marcela Rodriguez; Adan Hernandez; Ruben Puebla; Ruben Alvarez; Grace Yanez; Mery Larrea; Rosa Weber; Joe M. Lara; Silvia Huerta; Wilter Cobeña; Fortunato Reyes; Teresa Saldivar; Nam Hye Yun; Sandra Cerpas; Shay Palmer; Lety Gomez; Herb Rose; Frank Chavez; Barbara Y Rooker; Maria Guerrero; Arturo Arellanes; Samuel Romero</td>
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<td>Dennis Dascanio</td>
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<td><strong>COMMENT CARDS</strong></td>
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| 14 | Jose Rodriguez  
312 E. 4th Street, Suite A  
Santa Ana, CA 92701 | Support for Streetcar Alternative 2 |
| 15 | Jose Diaz  
1502 W. 9th Street  
Santa Ana, CA 92703 | Public Notification of Design Changes |
| 16 | Adrian Munoz  
407 Vance Street  
Santa Ana, CA 92701 | Impacts to the community, including businesses, public facilities, churches, pedestrians, and disabled |
| 17 | Frank Mitchell, III.  
1920 S. Greenville Street  
Santa Ana, CA 92704 | General Support for the Project and Further Extension of Alignment |
| **PUBLIC HEARING MEETING** | | |
| 1 | PH1-1 – Madeleine Spencer  
PH1-2 – Madeleine Spencer  
PH1-3 – Madeleine Spencer  
PH1-4 – Madeleine Spencer  
PH1-5 – Madeleine Spencer  
PH1-6 – Madeleine Spencer  
PH1-7 – Madeleine Spencer  
PH1-8 – Unknown Speaker  
PH1-9 – Sean Pulich  
PH1-10 – Sean Pulich  
PH1-11 – Ruby Cardenas  
PH1-12 – Ruby Cardenas  
PH1-13 – Ruby Cardenas  
PH1-14 – Sean Pulich  
PH1-15 – Ruby Cardenas  
PH1-16 – Ruby Cardenas  
PH1-17 – Ruby Cardenas  
PH1-18 – Raul Yanez  
PH1-19 – Raul Yanez  
PH1-20 – Tish Leon  
PH1-21 – Sean Pulich  
PH1-22 – Madeleine Spencer | PH1-1 – Community Outreach and Noticing  
PH1-2 – Construction, Traffic, Ridership, Safety, Cost, Design  
PH1-3 – Further Extension of Alignment, Ridership  
PH1-4 – Improvements to the Bus System and Economic Growth  
PH1-5 – Funds to Improve Safety  
PH1-6 – Economic Impact  
PH1-7 – Environmental Justice/Equity Analysis  
PH1-8 – Community Outreach and Noticing  
PH1-9 – Integration of the Proposed Project into the Existing Bus System  
PH1-10 – General Support for the Project, Development of More Retail along the Alignment, and Further Extension of the Alignment  
PH1-11 – Impact to Schools  
PH1-12 – Compatibility of the Proposed Project with Other Transit Systems  
PH1-13 – Alternatives Analysis  
PH1-14 – Operations During Special Events  
PH1-15 – Construction and Preference for Streetcar Alternative 2  
PH1-16 – Alternatives Analysis  
PH1-17 – Design  
PH1-18 – Community Outreach and Noticing  
PH1-19 – Support for Streetcar Alternative 2, Construction  
PH1-20 – CEQA Process and Purpose of Public Review Period and Meetings  
PH1-21 – Alternatives Analysis, Further Extension of Alignment  
PH1-22 – Community Outreach and Noticing, Construction |
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<td>PH1-24 – Displacement, Environmental Justice/Equity, Neighborhood Impact</td>
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</table>

2.2 Summary of Comments

Comments on the EA/DEIR were received from federal, State, and local agencies, as well as community groups and individual community members. The comment topics ranged from broad statements of support or opposition to specific questions on environmental areas of concern. The one federal agency to comment on the EA/DEIR was the U.S. General Services Administration, which expressed support for Streetcar Alternative 1. Four State agencies submitted comment letters related to the EA/DEIR. Three of the comment letters acknowledged that the EA/DEIR was received, and one comment letter was related to the preservation of cultural resources.

Seven comment letters were received from local organizations, including the Santa Ana Historical Preservation Society, which raised concerns over effects to the Howe-Waffle House.
The Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc. submitted similar comment letters representing members of the community. The comment letters either included a list of people supporting the letter or individual form letters restating the concerns in the cover letters submitted by the business groups. In summary, the comment letters from the Santa Ana Community & Business Alliance and the Santa Ana Business Council, Inc., expressed opposition to the proposed project and listed concerns associated with community outreach and noticing, construction activity, environmental justice/equity, safety, displacement, land use and growth, purpose and need, and cost.

One emailed comment was received from a community member and four comment cards were submitted by individuals at the three public meetings, at which the conclusions of the EA/DEIR were presented. These comments: (1) expressed general support for the proposed project, one comment expressed support for Streetcar Alternative 1; (2) expressed support for Streetcar Alternative 2; (3) asked how the public would be notified of design changes; and (4) expressed concern with various environmental topics discussed in the EA/DEIR, including community impacts. Questions were fielded by the project team and recorded by court reporters. Meeting transcripts are provided in this REA/FEIR, although names of the people who submitted comments were not noted in the transcripts. Each of the comments stated during the public meetings are addressed in this chapter.

2.3 Comments and Responses

The comment letters and hearing transcripts reproduced in the following pages follow the same order of presentation and organization as described in Table 2-1.
Jason,

Thank you for the phone call today. Like I said, we are anticipate sending you GSA and our Tenant Agency comments the week of 7/14.

GSA's preferred alternative is Streetcar Alternative #1 where the streetcar runs on 4th St. Streetcar Alternative #2 is highly undesirable to GSA and our Tenant Agencies from a security standpoint. Our comments next week will elaborate on this.

Thank you for including GSA in your review, and look forward to working with you on this project.
**Letter 1**

U.S. General Services Administration  
Region 9 Portfolio Management Division  
Maureen Sheehan, NEPA Project Manager  
400 15th St. S.W.  
Auburn, WA  98001

**Response 1-1**  
The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.
July 8, 2014

Jason Gabriel
City of Santa Ana
20 Civic Center Plaza, M-36
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor
SCH#: 2010051060

Dear Jason Gabriel:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 7, 2014, and the comments from the responding agency (ies) are enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within the area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency
SCH# 2010051060
Project Title Santa Ana and Garden Grove Fixed Guideway Corridor
Lead Agency Santa Ana, City of

Type EIR Draft EIR
Description The Santa Ana-Garden Grove Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

Lead Agency Contact
Name Jason Gabriel
Agency City of Santa Ana
Phone 714 647 5664
Fax
email
Address 20 Civic Center Plaza, M-38
P.O. Box 1988
City Santa Ana
State CA Zip 92702

Project Location
County Orange
City Santa Ana
Region
Lat/Long 33° 45' 9.1" N / 117° 52' 20" W
Cross Streets
Parcel No.
Township
Range
Section
Base

Proximity to:
Highways SR-22, 55, 57, I-5
Airports No
Railways SA PE ROW, Metrolink
Waterways Santa Ana River
Schools Numerous
Land Use Transportation, Industrial, Commercial

Project Issues Archaeologic-Historic; Aesthetic/Visual; Air Quality; Other Issues; Noise; Traffic/Circulation; Wetland/Riparian; Water Quality; Toxic/hazardous; Flood Plain/Flooding; Biological Resources; Drainage/Absorption; Forest Land/Fire Hazard; Geologic/Seismic; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Vegetation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Cal Fire; Caltrans, District 12; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 05/23/2014 Start of Review 05/23/2014 End of Review 07/07/2014
Mr. Jason Gabriel
City of Santa Ana
Public Works Authority
20 Civic Center Plaza, MS 36; P.O. Box 1988
Santa Ana, CA 92701

Sent by U.S. Mail
No. of Pages: 4

RE: SCH#2010051060 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the “Santa Ana - Garden Grove Fixed Guideway Project;” located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 et seq.) and 36 CFR Part 800.14(b) require consultation with culturally
affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources.

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding "environmental justice." Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §§5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list
Letter 2

State of California – Governor’s Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan
P.O. Box 3044
Sacramento, CA 95812-3044

Response 2-1

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The Native American Heritage Commission (NAHC) provided comments to the State Clearinghouse. A response to the NAHC comment letter is provided in Comment Letter 4.
July 9, 2014

Jason Gabriel
City of Santa Ana
20 Civic Center Plaza, M-36
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana and Garden Grove Fixed Guideway Corridor
SCH#: 2010051060

Dear Jason Gabriel:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 7, 2014. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2010051060) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency
June 20, 2014

Mr. Jason Gabriel
City of Santa Ana
Public Works Agency
20 Civic Center Plaza, M-36
Santa Ana, CA. 92701

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
Mr. Jason Gabriel  
June 20, 2014  
Page 2

The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department’s right of way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,

[Signature]

MAUREEN EL HARAKE  
Branch Chief, Regional-Community-Transit Planning  
District 12

c: Majid Ghamami, Traffic Operations North  
Scott Morgan, Office of Planning and Research

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability"
Letter 3

State of California – Governor’s Office of Planning and Research
State Clearinghouse and Planning Unit
Scott Morgan
P.O. Box 3044
Sacramento, CA 95812-3044

Response 3-1

The comment is an acknowledgement that the City of Santa Ana has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. The comment letter also informs the City of Santa Ana that the EA/DEIR was submitted to relevant State agencies for review. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

The California Department of Transportation (Caltrans) provided comments to the State Clearinghouse. A response to the Caltrans comment letter is provided in Comment Letter 5.
May 30, 2014

Mr. Jason Gabriel

City of Santa Ana

Public Works Authority

20 Civic Center Plaza, MS 36; P.O. Box 1988

Santa Ana, CA 92701

Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2010051060 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the “Santa Ana – Garden Grove Fixed Guideway Project;” located in the Santa Ana and Garden Grove areas; Orange County, California

Dear Mr. Gabriel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archeological sensitivity, a certified archeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory provisions; then the following may apply: the National Environmental Policy Act (NEPA 42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16 U.S.C 470 et seq.) and 36 CFR Part 800.14(b) require consultation with culturally
affiliated Native American tribes to determine if the proposed project may have an adverse impact on cultural resources.

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines “environmental justice” to provide “fair treatment of People... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies.” (The California Code is consistent with the Federal Executive Order 12898 regarding “environmental justice.”) Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list
Native American Contacts
Orange County California
May 30, 2014

Juaneno Band of Mission Indians Acjachemen Nation
David Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano CA 92675
chiefdavidbelardes@yahoo.
(949) 493-4933 - home
(949) 293-8522

Juaneno Band of Mission Indians Acjachemen Nation
Teresa Romero, Chairwoman
31411-A La Matanza Street Juaneno
San Juan Capistrano CA 92675-2674
(949) 488-3484
(949) 488-3294 - FAX
(530) 354-5876 - cell

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417 - fax

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel CA 91778
GTTribalcouncil@aol.com
(626) 286-1232 - FAX
(626) 286-1758 - Home
(626) 286-1262 - FAX

Juaneno Band of Mission Indians
Adolph 'Bud' Sepulveda, Vice Chairperson
P.O. Box 25828 Juaneno
Santa Ana CA 92799
bssepul@yahoo.net
714-838-3270
714-914-1812 - CELL
bsepul@yahoo.net

Gabrieleno /Tongva Nation
Sandonne Goad, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles CA 90086
sgoad@gabrielino-tongva.com
951-845-0443

Gabrieleno-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7056.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH/2010051060; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Santa Ana-Garden Grown Guideway Project; located in Orange County, California.
Native American Contacts
Orange County California
May 30, 2014

Juaneno Band of Mission Indians Acjachemen Nation
Joyce Perry, Representing Tribal Chairperson
4955 Paseo Segovia
Irvine, CA 92612
kaamalam@gmail.com
949-293-8522

Gabriellino/Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles, CA 90086
samdunlap@earthlink.net
909-262-9351

Gabriellino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180
Bonsall, CA 92003
painsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

Gabrieleno Band of Mission Indians
Andrew Sales, Chairperson
P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.com
(626) 926-4131

Gabriellino-Tongva Tribe
Conrad Acuna,
P.O. Box 180
Bonsall, CA 92003
760-636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2010051069; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Santa Ana-Garden Grown Guldeway Project; located in Orange County, California.
Response 4-1

The proposed project includes mitigation (Mitigation Measure CR1 on page ES-17 of the EA/DEIR) in coordination with the California State Historic Preservation Office to account for the possibility of accidentally discovered archaeological resources. Mitigation Measure CR1 states that:

A qualified principal investigator who meets the Secretary of the Interior’s professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential effect until the find can be addressed. The Orange County Coroner’s Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.

Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate to the City of Santa Ana that disturbance has occurred through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities.
Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Response 4-2
The proposed project includes federal involvement and, accordingly, the FTA, the lead agency under the NEPA, has conducted Native American consultation in compliance with NEPA, Section 106 of the National Historic Preservation Act (NHPA), and 36 Code of Federal Regulations (CFR) Part 800.14(b). Refer to the Cultural Resources Evaluation Report included as Appendix F of the EA/DEIR for detailed information related to the Native American Consultation Process. As stated on page 3-93 of the EA/DEIR, the initial Native American consultation process began on July 7, 2010 when letters were sent to the 15 Native American individuals or organizations included on the list provided by the NAHC during the Notice of Preparation process. To date, no written responses have been received. In addition, phone calls to Native American contacts were made on September 29, 2011. Anita Espinosa, Juaneño Band of Mission Indians, commented on September 29, 2011 that the area is considered sacred lands and that she or another tribal representative should be informed if archaeological remains are found. The Juaneño Band of Mission Indians requests that Native American monitors be present during ground-disturbing activities. No additional responses have been received.

Response 4-3
See Responses 4-1 and 4-2. As discussed in Section 3.7.2.3 on page 3-100 of the EA/DEIR, no archaeological resources were identified in the Area of Potential Effects (APE) as being eligible for listing in the National Register of Historic Places or California Register of Historical Resources. The construction and operation of the proposed project would not result in adverse effects on archaeological or historic properties. Therefore, impacts to sacred and historical sites have been avoided. Mitigation Measure CR1 on page ES-17 of the EA/DEIR requires that an appropriate Native American monitor be retained for ground-disturbing activities though coordination with NAHC upon the identification of Native American Archaeological resources by the principal investigator. The final report for ground disturbing activities containing the site forms, site significance, and mitigation measures will be submitted to the NAHC immediately upon completion.

Response 4-4
Mitigation Measure CR1 on page ES-17 of the EA/DEIR contains provisions for the unanticipated discovery of human remains pursuant to the procedures set forth in Public Resources Code (PRC) Section 5097 et seq. and Health and Safety Code Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial.
June 20, 2014

Mr. Jason Gabriel
City of Santa Ana
Public Works Agency
20 Civic Center Plaza, M-36
Santa Ana, CA 92701

Dear Mr. Gabriel:

Thank you for the opportunity to review and comment on Draft Environmental Impact Report for the Santa Ana-Garden Grove Fixed Guideway Project. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. Working together, these agencies have prepared an environmental review of the proposed transit improvements in the corridor, with FTA serving as the federal lead agency for the EA under NEPA and the City of Santa Ana serving as lead agency for the DEIR under CEQA.

The SA-GG Fixed Guideway Study Area is located in central Orange County, California and directly accesses both the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and the Pacific Electric right-of-way (PE ROW) rail corridor. Running predominantly in an east-west direction, the corridor extends 4.2 miles through the City of Santa Ana and into the eastern portion of the City of Garden Grove. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The eastern terminus of the alignment is the Santa Ana Regional Transportation Center (SARTC) and the western terminus is the Harbor Boulevard/Westminster Avenue intersection.

The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right of way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,

MAUREEN EL HARAKE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Majid Ghamami, Traffic Operations North
   Scott Morgan, Office of Planning and Research

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
Letter 5

State of California – California State Transportation Agency
Department of Transportation District 12
Maureen El Harake, Branch Chief, Regional-Community-Transit Planning
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Response 5-1
The comment is an acknowledgement that Caltrans is a commenting agency, but that it had no
comment on the EA/DEIR. This comment letter is not directly related to the content or adequacy
of the EA/DEIR, and no further response is necessary.
Hugh Nguyen  
Clerk - Recorder  
Orange County  
Clerk-Recorder's Office  
12 Civic Center Plaza, Room 106, P.O. Box 238, Santa Ana, CA 92702  
web: www.oc.ca.gov/recorder/  
PHONE (714) 834-2500 FAX (714) 834-5284  

CITY OF SANTA ANA  
20 CIVIC CENTER PLAZA (M-20) P.O. BOX 1988  
SANTA ANA, CA 92702  

Office of the Orange County Clerk-Recorder  
Memorandum  

SUBJECT: NOTICE OF AVAILABILITY  

The attached notice was received, filed and a copy was posted on 05/22/2014  

It remained posted for 30 (thirty) days.  

Hugh Nguyen  
Clerk - Recorder  
In and for the County of Orange  

By: RASHAD SALAAM  
Deputy  

Public Resource Code 21092.3  

The notice required pursuant to Sections 21080.4 and 21092 for an environmental impact report shall be posted in the office of the County Clerk of each county *** in which the project will be located and shall remain posted for a period of 30 days. The notice required pursuant to Section 21092 for a negative declaration shall be so posted for a period of 20 days, unless otherwise required by law to be posted for 30 days. The County Clerk shall post notices within 24 hours of receipt.  

Public Resource Code 21152  

All notices filed pursuant to this section shall be available for public inspection, and shall be posted *** within 24 hours of receipt in the office of the County Clerk. Each notice shall remain posted for a period of 30 days.  

Thereafter, the clerk shall return the notice to the local lead agency *** within a notation of the period it was posted. The local lead agency shall retain the notice for not less than nine months.  

Additions or changes by underline; deletions by ***
May 23, 2014

Project Description and Location: The Santa Ana-Garden Grove (SA-GG) Fixed Guideway Project proposes to provide a new east-west transit line in Orange County between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

The build alternatives addressed in the Environmental Assessment/Draft Environmental Impact Report (EA/DEIR) consist of a Transportation Systems Management (TSM)/Bus Alternative, Streetcar Alternatives 1 and 2, and Initial Operating Segments for the Streetcar Alternatives (IOS)-1 and IOS-2. To reduce costs and impacts and to provide optimum accessibility, the streetcar and IOS alternatives would operate in mixed-flow traffic on city streets and in a dedicated “Streetcar only” guideway in the Pacific Electric Right-of-Way (PE ROW).

The TSM/Bus Alternative would improve the local transit network without construction of major new transportation facilities. Enhancements would be achieved through low cost (i.e., small physical) improvements and operational efficiencies. Included within the TSM Alternative are modifications and enhancements to selected bus routes in the Study Area, including a new route between SARTC and Harbor Boulevard/Westminster Avenue; intersection/signal improvements; and bus stop amenity upgrades.

Both streetcar alternatives would utilize the PE ROW through the western portion of the approximately four mile alignment. The eastern portion of the Streetcar Alternative 1 alignment would operate along Santa Ana Boulevard and 4th Street on the way to SARTC; the eastern portion of the Streetcar Alternative 2 alignment would operate along Civic Center Drive and 5th Street between Spurgeon and Flower Streets. In harmony with the City of Santa Ana’s Complete Streets Program, Streetcar Alternative 2 will accommodate bicycle lanes along Civic Center Drive. The streetcar systems would be electrically powered using an overhead contact system and a series of Traction Power Substations. Streetcar Alternative 1 would include 12 stations and Streetcar Alternative 2 would include 13 stations.

IOSs, which are shorter segments of Streetcar Alternatives 1 and 2, were developed in response to funding and phasing issues raised by fiscal constraints identified during the Orange County Transportation Authority’s long-range transportation planning process. The intent of the IOSs is to identify starter segments that could be constructed and operated until funding is assembled to complete the projects. Both IOS-1 and IOS-2 terminate at the Raitt Street/Santa Ana Boulevard intersection, rather than the Harbor Boulevard/ Westminster Avenue intersection. Both IOS Alternatives include the same project features and design options as their respective full alignment build alternatives between Raitt Street and SARTC.

Summary of Significant Environmental Impacts: The EA/DEIR was prepared by the City of Santa Ana as the local lead agency, and the Federal Transit Administration (FTA) as the federal lead agency, to satisfy the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The EA/DEIR examines the potential impacts that may result from implementation of the proposed alternatives and identifies
mitigation measures. The proposed project would result in potentially significant impacts in four resource areas: hazardous materials; noise and vibration; safety and security; and construction air quality. Mitigation measures would eliminate the significant impacts associated with hazardous materials, noise and vibration, and safety/security. Significant construction air quality impacts under CEQA would remain after the implementation of mitigation; however, it should be noted that construction-related air quality impacts would be temporary. In addition to mitigation measures, design features and best management practices have been incorporated into the proposed project. These include a Traffic Management Plan, a Noise and Vibration Control Plan, and a number of features to manage water quality.

Availability of the EA/DEIR Documents: The EA/DEIR for this project may be reviewed online at www.santaanatransitvision.com/fixed_guideway_project.html. A hardcopy may be reviewed at the following locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Ana City Hall Public Works Counter</td>
<td>20 Civic Center Plaza, Ross Annex, Santa Ana, CA 92701</td>
</tr>
<tr>
<td>Santa Ana City Hall City Clerk’s Office</td>
<td>20 Civic Center Plaza, Santa Ana, CA 92701</td>
</tr>
<tr>
<td>Santa Ana Public Library</td>
<td>26 Civic Center Plaza, Santa Ana, CA 92701</td>
</tr>
<tr>
<td>Salgado Center, Rosita Park</td>
<td>706 N. Newhope St., Santa Ana, CA, 92703</td>
</tr>
<tr>
<td>Santa Ana Train Station</td>
<td>1000 E. Santa Ana Boulevard, Santa Ana, CA 92701</td>
</tr>
<tr>
<td>Garden Grove City Hall Public Engineering Counter</td>
<td>11222 Acacia Parkway, Garden Grove, CA 92842</td>
</tr>
<tr>
<td>(1st Floor)</td>
<td></td>
</tr>
<tr>
<td>Orange County Transportation Authority (OCTA)</td>
<td>600 S. Main Street Orange, CA 92868</td>
</tr>
</tbody>
</table>

Review Period: The comment period on this EA/DEIR will be 45 days beginning May 23, 2014. Comments that will be addressed and included in the EA/Final EIR must be submitted in writing to one of the following addresses on or before the end of the public comment period or submitted at the public hearings described below. Comments cannot be accepted by phone.

Mail: Mr. Jason Gabriel
      City of Santa Ana, Public Works Agency
      20 Civic Center Plaza, M-36
      P.O. Box 1988
      Santa Ana, CA 92701

Email: fixedguidewaycomments@santa-ana.org

Fax: (714) 647-5635

Online: http://www.santaanatransitvision.com/contact_form.html

Written comments should be submitted no later than 5:00 PM on Monday, July 7, 2014.

Public Hearing Schedule: The City of Santa Ana will also accept comments on the EA/DEIR at the following dates, times, and locations (please note that there will be a time limit per commenter):

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, June 14, 2014</td>
<td>9:00 a.m. to 12:00 p.m.</td>
<td>Garfield Community Center, 501 N. Lacy, Santa Ana CA 92701</td>
</tr>
<tr>
<td>Tuesday, June 17, 2014</td>
<td>9:00 a.m. to 12:00 p.m.</td>
<td>Santa Ana Police Department Community Room, 60 Civic Center Plaza, Santa Ana, CA 92701</td>
</tr>
<tr>
<td>Thursday, June 19, 2014</td>
<td>6:00 p.m. to 9:00 p.m.</td>
<td>Goodwill Industries, 412 N. Fairview Street, Santa Ana, CA 92701</td>
</tr>
</tbody>
</table>

POSTED
MAY 22, 2014

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY: [Signature] DEPUTY
ADA and Language Accommodation: Interpreters will be provided for Spanish and Vietnamese. If you require an interpreter in another language, including sign language, or other accommodations at these public hearings, please contact the City of Santa Ana five days prior to the hearing at (714) 647-5013.

For more information, please visit the project website at www.santaanatransitvision.com/fixed_guideway_project.html.
Letter 6

Orange County
Clerk-Recorder’s Office
12 Civic Center Plaza, Room 106
Santa Ana, CA 92702

Response 6-1

The comment is an acknowledgement that the Notice of Availability of the EA/DEIR has been received, filed, and posted for 30 days in compliance with the noticing and filing requirements of Sections 21080.4 and 21092 of the PRC. This comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
July 7, 2014

Mr. William Galvez, Interim Executive Director
City of Santa Ana Public Works Agency
20 Civic Center Plaza, M-36
Santa Ana, CA 92702

Subject: Comments on the Environmental Assessment/ Draft Environmental Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project

Dear Mr. Galvez:

The Santa Ana Historical Preservation Society (SAHPS) would like to thank you for the opportunity to comment on the above-referenced document. Our comments on the “Environmental Assessment/Draft Environmental Impact Report for the Santa Ana and Garden Grove Fixed Guideway Project” follow.

SAHPS operates the Dr. Willella Howe-Waffle House and Medical Museum at 120 Civic Center Drive West in Downtown Santa Ana. The 125 year old Queen Anne style Victorian also serves as the headquarters for SAHPS. In reviewing the subject environmental document, we found a few errors regarding the Howe-Waffle House.

In Table 3.4-1 on page 3-33 ("Section 4 (F) Resources"), the address of the Howe-Waffle House and Carriage Barn is incorrectly listed in Item #15. The address should be changed to 120 Civic Center Drive West.

In Table 3.7-1 on page 3-95, the address for the Howe Waffle House is also listed incorrectly in Item #33, as “120 East Civic Center Drive.”

Also, in the “French Park” section on page 3-42 the document describes the Howe-Waffle House as being in French Park. This is not correct. We suggest that discussion of the Howe Waffle House be moved to the "Downtown Santa Ana” section on page 3-44.
SAHPS is assuming that, despite the location of the Howe-Waffle House being incorrect in the instances cited above, there would be no acquisition of the existing property at 120 Civic Center Drive West. Is this assumption correct?

A second major concern for SAHPS is the proposed work within the right-of-way for Streetcar Alternative 2. Figure 2-5 on page 2-12 ("Civic Center Drive Bike Lane") illustrates a section of Civic Center Drive showing the existing traffic lanes and sidewalk dimensions compared with the proposed dimensions adding the streetcar, its platform and bike lanes.

Since it is not described, we're not sure where Figure 2-5 is located. We know it is not a typical section for the stretch of West Civic Center Drive between Main on the east and Sycamore on the west. In that section, the existing public sidewalk on the south side of Civic Center Drive between Main and Sycamore Streets is 8'0" wide. The width of the existing sidewalk on the south side of Civic Center Drive as shown in Figure 2-5 is 12'0". Without further clarification we cannot be certain how the existing right-of-way for the Howe-Waffle House will be affected by Streetcar Alternative 2.

Also, on page ES-7 of the Executive Summary, the document states, "Streetcar Alternative 2 would require additional right-of-way to accommodate the bicycle lane." Again, it is unclear where acquisition of this additional right-of-way would occur.

SAHPS is very concerned about how improvements in the right-of-way to accommodate the streetcar alignment and bike lanes would affect the Howe-Waffle House at 120 Civic Center Drive West, and if the acquisition of additional right-of-way would be necessary. Accordingly, SAHPS cannot support Streetcar Alternative 2 without this clarification.

In conclusion, SAHPS supports Streetcar Alternative 1 as proposed. We believe it will promote more visitors to Downtown Santa Ana and reduce current vehicle and parking demands on the existing street system.

SAHPS appreciates the opportunity to comment on the subject environmental document. If any of our comments require clarification, please do not hesitate to contact me at 714/550-9369 or via email at miramar1274@att.net.

Sincerely,

Alan Lawson
Associate Director, SAHPS

[SAHPS fixed guideway comments]

cc: Alison Young, President, SAHPS
    Roberta Reed, Treasurer, SAHPS
Santa Ana Historical Preservation Society  
Alan Lawson  
120 Civic Center Drive West  
Santa Ana, CA 92701

Response 7-1  
The comment is an acknowledgement that the EA/DEIR has been reviewed by the Santa Ana Historical Preservation Society (SAHPS). This comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response 7-2  
Details regarding the location of the Howe-Waffle House have been corrected and identified in the Chapter 3.0, Corrections and Additions. The correct address is 120 Civic Center Drive West. This has been corrected in Table 3.4-1 on page 3-33 of the EA/DEIR and Table 3.7-1 on page 3-94 of the EA/DEIR. In addition, the discussion of the Howe-Waffle House has been moved from the French Park discussion on page 3-42 of the EA/DEIR to Downtown Santa Ana discussion on page 3-44 of the EA/DEIR.

Response 7-3  
The commenter is correct in that no acquisition of the existing property located at 120 Civic Center Drive West would be required for the proposed project.

Response 7-4  
Figure 2-5 on page 2-12 of the EA/DEIR has been relabeled to show Civic Center Drive West from Flower to Parton Streets. The section of Streetcar Alternative 2 and IOS-2 in front of the Howe-Waffle House can be viewed in Appendix O, Section A, on Drawing No. TR-26 (page 79). As shown in this drawing, the sidewalk width in front of the Howe-Waffle House would remain at 8 feet. Along Civic Center Drive West, the proposed alignment would be located on the north side of the street as it travels west and the only acquisitions, as shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and Table 3.3-5 on page 3-23 of the EA/DEIR, would occur on the north side of the street. The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5th Street to the south and not along Civic Center Drive West.

Response 7-5  
The text on page ES-7 of the EA/DEIR has been revised to clarify that the additional right-of-way required for the bike lane proposed under Streetcar Alternative 2 would be located on the north side of Civic Center Drive West. No acquisition of the Howe-Waffle House, which is on the south side of the street, would be required. In addition, the right-of-way required for the bike lane is in order to separate the bike lane from the streetcar station platform areas which would be located on the east side of Broadway and Main Streets. Both locations are located more than
200 feet from the Howe-Waffle House. The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive West (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway Street and Civic Center Drive West (St. Joseph’s workshop).

**Response 7-6**
The right-of-way in front of the Howe-Waffle House, on the southern side of Civic Center Drive West, would remain unchanged with Streetcar Alternative 2 and IOS-2. The proposed project and IOS-1 would travel along 5th Street to the south and not along Civic Center Drive West. See Responses 7-4 and 7-5 for additional information in response to this comment.

**Response 7-7**
The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration.

**Response 7-8**
The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City of Santa Ana,

Over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already severely slowed. The fact that the city has proposed this as their “preferred route” raises many questions as to whether this proposed plan is in fact a marker of sorting, and has re-reminded business owners on Fourth Street of the many previous attempts that have been made by the city since 1985 to agitate long standing businesses along this street.

This process of agitation began with the marked failure to redevelop the area originally known as the Fiesta Marketplace, this was first proposed in official records 85-432141. Redevelopment procedures for Fourth Street which would harm business owners re-emerged in the “Renaissance Plan,” which resulted in a series of policies of unequal and differential investment of public and private resources on this street beginning with the “Fourth Street Façade Program” and in the 2008 establishment of “CID” or the Community Improvement District for the same area which without the knowledge of a majority of the business owners was conspired to only benefit a few businesses along the corridor who profited from the tripled property tax assessments by way of what was referred to as “Property Based Improvement Districts” or PBIDs which was found illegal by the Grand Jury in accordance with the California Penal Code 993 and 993.5. The fact that now in June of 2014 the city has sought again to pursue a fixed guideway (streetcar...
project) though 4th street having again only informed “a few individual businesses” as was stated by City Manager David Cavazos in the first EIR proceeding on June 14, 2014 where only two business owners, out of 10 other residents who were in attendance, had attended. After inquiring further along the Fourth Street Corridor as to who had been informed it was found that a majority of the businesses along the corridor were uniformed about the upcoming project. This is disturbing because the businesses know that the city has no problem of communicating with business owners when they have a code violation, as only months before many of the businesses along the fourth street corridor were unsuspectingly ticketed for code violations during the Cinco de Mayo Event. This showing that the city has every ability to inform businesses of violations yet seem to have little ability to inform them of processes that may well affect their livelihood for years to come. It is felt by many that this guideway running down Fourth Street in fact constitutes not only a disenfranchisement but also a disservice to much of the Merchant constituency along this street.

Another concern is with regard to the Santa Anita Neighborhood directly behind the Willowick Golf Course. There are already visible signs of displacement occurring in this neighborhood and there are concerns about how the this guideway project will further affect the prospect of displacement of the residents in this neighborhood.

For all of the above stated reason as well as the following reasons 1.) Lack of inclusion in the planning process, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogenenity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Madeleine Spencer
President

Emmanuel Ceballos
Vice President
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>Telefone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Elia Fitz</td>
<td>1910 N. Spurgeon st # 20 Santa Ana CA 92701</td>
<td>714-605-8900</td>
</tr>
<tr>
<td>2 Jose Olegario Perez</td>
<td>1239 Magnolia sve Santa Ana CA 92707</td>
<td>714-561-4238</td>
</tr>
<tr>
<td>3 Maximo Navarro</td>
<td>1239 Magnolia sve Santa Ana CA 92707</td>
<td>714-727-4427</td>
</tr>
<tr>
<td>4 David Manzo</td>
<td>2803 W. Warner # B Santa Ana CA 92707</td>
<td>714-376-7925</td>
</tr>
<tr>
<td>5 Francisco Pro.</td>
<td>417 E. Pine st Santa Ana CA 92701</td>
<td>714-631-1792</td>
</tr>
<tr>
<td>6 Adriana Hernandez</td>
<td>3632 S Main st Santa Ana CA</td>
<td>714-552-5260</td>
</tr>
<tr>
<td>7 Teresa M. Julio</td>
<td>8202 19th st Westminster CA 92683</td>
<td>714-605-1833</td>
</tr>
<tr>
<td>8 Alicia Meza</td>
<td>100W Midway spc 213 Anaheim, CA 92805</td>
<td>714-809-6282</td>
</tr>
<tr>
<td>9 Erick Leyva</td>
<td>3328 W. Camille st Santa Ana CA 92701</td>
<td>714-824-2921</td>
</tr>
<tr>
<td>10 Gina Torres</td>
<td>112 E. Edinger Santa Ana CA 92707</td>
<td>714-605-1358</td>
</tr>
<tr>
<td>11 Bienvenida Guzman</td>
<td>4117 W. Mc. Fadden ave</td>
<td>714-805-4757</td>
</tr>
<tr>
<td>12 Susi Lopez</td>
<td>2701 W. st Andrew Pl Santa Ana CA 92704</td>
<td></td>
</tr>
</tbody>
</table>
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

SUBJECT: I DECLARE MY OPPOSITION TO THE “PREFERRED OPTION” OF THE ELECTRIC TRAIN THAT THE CITY OF SANTA ANA HAS DESIGNED TO CONNECT TO GARDEN GROVE

Dear Residents of the City of Santa Ana, City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

We are opposed to this project for the following reasons:

1) Social exclusion
2) Objectives for this project are questionable
3) Classification of population
4) Destructive construction, vacant properties, displacement
5) Issues of public safety

This statement of opposition not only opposes the path of the project but also asks that an EVALUATION OF EQUITY be performed to mitigate further damage to the rest of the city, in relation to:

1) Unequal investment
2) Borders
3) Invisibility
4) Homogeneity of space
5) Government exclusion
6) Serial Shift
7) Social disintegration, all the damage that can be caused by continuing to classify the city of Santa Ana

The requirement for equal transportation analysis was initiated by EXECUTIVE ORDER OF THE UNITED STATES 12898 (1994) that considers the effects on minority and low-income communities.
DECLARACIÓN PÚBLICA DE OPOSICIÓN

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICIÓN A LA “OPCIÓN PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROyectado PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE. E L R E M I S O R

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotras nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Questionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Seri
7) Desintegración Social, todas las lecciones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Jose Olegario Perez
Firma: Olegario Perez
Domicilio: 1239 Magnolia AVE Santa Ana CA 92707
Teléfono: 714 561-4238

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICIÓN A LA “OPCIÓN PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROyectado PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE. E L R E M I S O R

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotras nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Questionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
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1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Seri
7) Desintegración Social, todas las lecciones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Maximio de Leon
Firma: 
Domicilio: 1239 Magnolia AVE Santa Ana CA 92707
Teléfono: 714 427-4427
DECLARACIÓN PÚBLICA DE OPOSICIÓN

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICIÓN A LA “OPCIÓN PREFERENCIAL” DEL TREN ELÉCTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO ANA PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplante de Seres
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: David Munoz
Firma: David Munoz
Domicilio: 2803 W Warner st B
Número: 714-376-8885

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further effects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Francisco P Jr
Signature: Francisco P Jr
Address: 417 E Pine St S A 92701
Telephone: (714) 631-1792
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIDA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solo se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar los daños en el resto de la ciudad, con relación a:
1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12893 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Adriana Hernandez
Firma: [Signature]
Domicilio: 3632 S. Main St.
Telefono: 714-552-5260

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIDA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Atentamente,

Nombre: Teresa M Julian
Firma: [Signature]
Domicilio: 9202 19th St West, CA 90282
Telefono: 714-605-1833
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: [illegible]
Signature: [illegible]
Address: [illegible]
Telephone: [illegible]

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Printed Name: [illegible]
Signature: [illegible]
Address: [illegible]
Telephone: [illegible]
PUBLIC STATEMENT OF OPPOSITION
June 26, 2014
City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Printed Name: 
Signature: 
Address: 112 E. Edinger Ave S.A. CA. 92701 
Telephone: (714) 605-1358

PUBLIC STATEMENT OF OPPOSITION
June 26, 2014
City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Printed Name: Bienvenida Guzmán
Signature: Bienvenida Guzmán
Address: 4117 W. Mesa Grande Ave.
Telephone: (714) 805-4757
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavago, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
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5) Cuestiones de Seguridad Pública

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Atentamente,

Nombre: Susi Lopez
Firma: 
Domicilio: 2701 W. St. Andrew Pl.
Telefono: Santa Ana, CA - 92704.
Response 8-1

Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. Construction of the proposed project would have temporary impacts on vehicle and pedestrian access and require minimal pavement cuts. These temporary construction related adjustments would allow businesses in the area to continue to serve customers with minimized disruption. It is not anticipated that any businesses within the Study Area outside of the project footprint would have to temporarily or permanently cease operations due to construction activity. The overall duration of construction activities is anticipated to be 30 months; however, the duration of concentrated construction activities would be no more than six months at one location along the alignment. In addition, noncontiguous segments can be constructed at the same time. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating work at night and on weekends. The long-term benefits for the businesses within the Study Area include greater pedestrian and transit access for employees and customers alike.

Response 8-2

With regards to the Renaissance Plan, Fourth Street Facade Program, Community Improvement District (CID), and Property Based Improvement District (PBID), the proposed project would only involve the construction of a streetcar along the proposed alignment. None of the alternatives for this project include redevelopment or propose the establishment of a CID or PBID.

The purpose of the SA-GG Fixed Guideway Project is to:

- Improve Transit Connectivity within the Study Area;
- Relieve Congestion by Providing Alternative Mobility Options;
- Be Sensitive to the Character of the Community;
- Increase Transit Options;
- Improve Transit Accessibility to and within the Study Area; and
- Provide Benefits to the Environment through Improved Air Quality.

Section 2.9 on page 2-29 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and
determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative. The EA/DEIR provided the City with a comparison of environmental impacts between the alternatives.

The routes for the alternative alignments were based on ridership, engineering constraints, and environmental factors. The potential disruption to businesses is discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, the Downtown portion of the alignment would be constructed at the beginning of the construction process to limit impacts to businesses.

Response 8-3
Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting environmental justice (EJ) populations. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City’s multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4th Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A “Sorry We Missed You” letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the project information packet.

Regarding public outreach to potentially affected business owners along 4th Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder
In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder’s Office in compliance with PCR Sections 21080.4 and 21092; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of
the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk’s Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

**Response 8-4**

As shown in Figure 3.3-2 on page 3-20 of the EA/DEIR, none of the alternatives would result in the full acquisition of property or the displacement of residents and tenants within the referenced Santa Anita Neighborhood directly behind the Willowick Golf Course. Near the Santa Anita Neighborhood, the proposed alignment would be constructed entirely within the PE ROW and no residents would be displaced within this area. It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies.

**Response 8-5**

The following response directly relates to each of the points the commenter made regarding (1) lack of inclusion in the planning process, (2) questionable objectives for specified project, (3) project costs, (4) disruptive construction, vacant properties, displacement, and (5) public safety issues.

(1) **Lack of inclusion in the planning process.** See Response 8-1 regarding public outreach. Specific outreach efforts were conducted to include communities of EJ concern, particularly Limited English Proficiency (LEP) communities, in the planning process. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, community groups, and senior centers.
- Established a project information hotline with outgoing messages in English and Spanish.
- Translated and submitted notices for publication in the following local Spanish language newspapers:
  - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
  - Miniondas (June 3, 2010)
- Conducted visits by a multi-lingual outreach team to approximately 230 Downtown businesses, including approximately 156 along 4th Street to provide information about the project, the upcoming release of the EA/DEIR, and contact information for additional follow-up.

(2) **Questionable objectives for specified project.** The proposed project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The proposed project’s objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.
(3) Project costs. Comparative costs were presented in Table ES-1 on page ES-15 of the EA/DEIR, and shown below, to allow for public input and for consideration by the decision-makers prior to taking any action on the proposed project.

**TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 $1,000,000)**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSM</td>
<td>$14.5</td>
<td></td>
</tr>
<tr>
<td>Streetcar 1</td>
<td>$197.4</td>
<td>$209.7</td>
</tr>
<tr>
<td>Streetcar 2</td>
<td>$217.0</td>
<td>$228.1</td>
</tr>
<tr>
<td>IOS-1</td>
<td>$146.5</td>
<td>$158.8</td>
</tr>
<tr>
<td>IOS-2</td>
<td>$166.2</td>
<td>$177.2</td>
</tr>
</tbody>
</table>

*Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.*

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately $11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately $37.4 million and Operations & Maintenance Facility Site B would cost approximately $26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in *Table ES-2* on page ES-16 and shown below.

**TABLE ES-2: ANNUAL O & M COST ESTIMATES**

<table>
<thead>
<tr>
<th></th>
<th>TSM</th>
<th>TSM - SARTC to Harbor Route Only</th>
<th>Streetcar Alternative 1</th>
<th>Streetcar Alternative 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Revenue Miles</td>
<td>1,061,590</td>
<td>419,120</td>
<td>332,015</td>
<td>363,459</td>
</tr>
<tr>
<td>Annual Revenue Hours</td>
<td>105,664</td>
<td>35,152</td>
<td>26,364</td>
<td>32,656</td>
</tr>
<tr>
<td>Peak Vehicles</td>
<td>22</td>
<td>8</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Annual O &amp; M Costs</td>
<td>$13,282,258</td>
<td>$5,100,000</td>
<td>$4,933,284</td>
<td>$6,110,656</td>
</tr>
<tr>
<td>Cost Per Revenue Mile</td>
<td>$12.51</td>
<td>$12.07</td>
<td>$14.86</td>
<td>$16.81</td>
</tr>
<tr>
<td>Cost Per Revenue Hour</td>
<td>$125.70</td>
<td>$143.94</td>
<td>$187.12</td>
<td>$187.12</td>
</tr>
</tbody>
</table>

*Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.*
(4) **Disruptive construction, vacant properties, displacement.** Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during business operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. It is not anticipated that the proposed project would affect existing vacant properties. The proposed project does not include a land use development component other than the maintenance facility.

Acquisitions requiring displacement would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and shown below. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

(5) **Public safety issues.** Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures **SAF1** through **SAF6**, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur.
The last portion of the comment requested an equity assessment for the proposed project. An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with U.S. Department of Transportation (USDOT) Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long-term consequences and weigh them against the benefits of the proposed project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area. Additional detail is provided in the Community Impact Assessment, which is included as Appendix C of the EA/DEIR.

The EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security.

Transportation effects from the project are expected to be beneficial because of the improved accessibility and connectivity provided by the new transit service. The benefits to transit users would include improved access to employment and activity centers. The proposed project would distribute station amenities, parking, improved jobs and housing access, and other beneficial project features.

Construction activity would occur along the project alignment and at stations and staging areas, which would affect all communities along the alignment equally. These effects are described in Response 8-1 and in more detail in Section 3.16 on page 3-197 of the EA/DEIR. Transit service is meant to serve where the demand is greatest, and these areas are often have more development intensity are likely to be affect by construction activity. However, these short-term construction effects would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations.

Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

**Response 8-6**

The Declaration of Opposition from 12 business owners for the same reasons as stated in the above comments was forwarded to the decision makers for consideration.
<table>
<thead>
<tr>
<th>Street Address</th>
<th>APN</th>
<th>Type of Acquisition</th>
<th>Current Use</th>
<th>Parcel Size (Square Feet)</th>
<th>Assessed Tax /b/</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STREETCAR ALTERNATIVE 1</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1035 E. 4th St., SA (O &amp; M Site A Only)</td>
<td>398-342-12</td>
<td>Full</td>
<td>Recycling Facility</td>
<td>95,832</td>
<td>$29,077.96</td>
</tr>
<tr>
<td>2006 W. 5th St., SA (Mailing Address) (O &amp; M Site B Only)</td>
<td>007-110-17</td>
<td>Full</td>
<td>Multi-Family Residential</td>
<td>22,294</td>
<td>$752.59</td>
</tr>
<tr>
<td>2006 W. 5th St., SA (Mailing Address) (O &amp; M Site B Only)</td>
<td>007-100-04</td>
<td>Full</td>
<td>Recycling Center</td>
<td>37,260</td>
<td>$5,317.27</td>
</tr>
<tr>
<td>2006 W. 5th St., SA (Mailing Address) (O &amp; M Site B Only)</td>
<td>007-100-05</td>
<td>Full</td>
<td>Recycling Center</td>
<td>44,989</td>
<td>$6,420.09</td>
</tr>
<tr>
<td>3526 Westminster Ave., SA</td>
<td>198-091-55</td>
<td>Partial</td>
<td>Chief Eagle Building Materials</td>
<td>1,088</td>
<td>$13,237.09</td>
</tr>
<tr>
<td>1424 N. Susan St., SA</td>
<td>198-211-01</td>
<td>Partial</td>
<td>Simis Precision Machining</td>
<td>300</td>
<td>$5,213.40</td>
</tr>
<tr>
<td>2234 W. 9th St., SA</td>
<td>004-153-01</td>
<td>Partial</td>
<td>Single-Family Residential</td>
<td>650</td>
<td>$3,021.10</td>
</tr>
<tr>
<td>811 N. Fairview St., SA</td>
<td>004-153-18</td>
<td>Partial</td>
<td>Commercial</td>
<td>100</td>
<td>$11,125.60</td>
</tr>
<tr>
<td>1503 W. Santa Ana Blvd., SA</td>
<td>405-062-05</td>
<td>Partial</td>
<td>Commercial</td>
<td>300</td>
<td>EXEMPT</td>
</tr>
<tr>
<td>625 N. Garfield St., SA</td>
<td>398-313-01</td>
<td>Partial</td>
<td>Vacant Lot</td>
<td>300</td>
<td>$1,938.30</td>
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<td><strong>STREETCAR ALTERNATIVE 2</strong></td>
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<tr>
<td>701 N. Main St., SA</td>
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<td>Full</td>
<td>Burger King</td>
<td>18,719</td>
<td>$13,013.04</td>
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<td>007-110-17</td>
<td>Full</td>
<td>Multi-Family Residential</td>
<td>22,294</td>
<td>$752.59</td>
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<tr>
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<td>801 W. Civic Center Dr., SA</td>
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<td>IOS-1</td>
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/\[a/ | Values derived from the Orange County Assessor 2011-2012 Secured Assessment Roll.  
/\[b/ | Calculated using 1.10663 (2011-2012 Property Tax Rate).  
Source: Cordoba Corporation, 2012.
DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

<table>
<thead>
<tr>
<th>NAME</th>
<th>BUSINESS NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Shahram Makhani</td>
<td>Telas Fabric</td>
</tr>
<tr>
<td>2 Laura Fabilla Diaz</td>
<td>Servi Centro</td>
</tr>
<tr>
<td>3 Guillermína Madriles</td>
<td>Mina Bridal</td>
</tr>
<tr>
<td>4 Manuel Peña</td>
<td>Manuel J. Peña Consulting</td>
</tr>
<tr>
<td>5 Ceballos Fernando</td>
<td>CW Cellular Inc.</td>
</tr>
<tr>
<td>6 Raúl Alvarez</td>
<td>Alvarez Check Cashing</td>
</tr>
<tr>
<td>/ Tomas Valenzuela</td>
<td>Bandalero Bookd</td>
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<tr>
<td>8 Inhee Cha</td>
<td>Tila, LLC</td>
</tr>
<tr>
<td>9 Inhee Cha</td>
<td>Downtown J &amp; L</td>
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<tr>
<td>10 Won Cha</td>
<td>Pinetree Lending</td>
</tr>
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<td>11 Walter W Cha</td>
<td>AMDS Metal</td>
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June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a marker of sorting, and has re-reminded business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the “preferred option” of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: Telos Fabric

Printed Name: SARMAN MAHKANI

Signature: 

Address: 114 E. 4th St. Santa Ana 92701

Telephone: (714) 835-8676

9-1 cont.

June 27, 2014

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Sincerely,

Business Name: SERVI CENTRO

Printed Name: Laura Fabiola Dia 3

Signature: 

Address: 114 W 4th St Santa Ana CA 92701

Telephone: (714) 572-0215

9-1 cont.
June 27, 2014

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Sincerely,

Business Name: MING BAO
Printed Name: WEN JUN NADEYES
Signature: [Signature]
Address: 730 W. 4th St.
Telephone: [Telephone]

June 27, 2014

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Sincerely,

Business Name: MARCEL R. RHEA CONSULTING
Printed Name: [Printed Name]
Signature: [Signature]
Address: 405 S. Broadway #3
Telephone: [Telephone]
June 27, 2014

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Business Name: Cellular Inc.
Printed Name: Caballo, Fernando
Signature: [Signature]
Address: 116 S. 4th St., SA
Telephone: 714-973-0143

June 27, 2014

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Business Name: Alvarez & Company
Printed Name: Berry Alvarez
Signature: [Signature]
Address: 116 S. 4th St., SA
Telephone: 714-835-6801
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

[Signature]

Business Name: Bandaleo Roos
Printed Name: James Hudson 2012c
Address: 116 A E 4TH ST
Telephone: 714-549-9708

9-1 cont.

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

[Signature]

Business Name: TILA LLC
Printed Name: INHEE CHA
Address: 312 W 4TH ST SANTA ANA
Telephone: 714-907-2208

9-1 cont.
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Business Name: DOWNTOWN J & L
Printed Name: IN-HEE CHA
Signature: 
Address: 314 W 4TH ST SANTA ANA
Telephone: 714-647-0536

9-1 cont.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Business Name: PINETREE LENDING
Printed Name: WON CHA
Signature: 
Address: 314 W 4TH ST SANTA ANA
Telephone: 714-647-0007

9-1 cont.
June 27, 2014

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Sincerely,

[Signature]

Business Name: AMOS METAL
Printed Name: WALTER W. CHA
Address: 318 W 4TH ST SANTA ANA
Telephone: 714-647-0729
Letter 9

Santa Ana Business Council, Inc. (SABC)
400 East 4th, Suite 7
Santa Ana, CA 92701

Response 9-1

The Declaration of Opposition from 11 business owners from the SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

<table>
<thead>
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<tbody>
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<td>1 Karla Cuevas</td>
<td>709 N. Figueroa st Santa Ana CA 92703</td>
</tr>
<tr>
<td>2 Art Santacruz</td>
<td>709 N. Figueroa st Santa Ana CA 92703</td>
</tr>
<tr>
<td>3 Villamar Ortiz</td>
<td>732 N. Figueroa st Santa Ana CA 92702</td>
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<td>4 Ashley Brown</td>
<td>732 N. Figueroa st Santa Ana CA 92702</td>
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<tr>
<td>5 Maria Anza</td>
<td>713 N. Figueroa st Santa Ana CA 92703</td>
</tr>
<tr>
<td>6 Miguel Angel</td>
<td>606 1/2 Figueroa 92703</td>
</tr>
<tr>
<td>7 Maylin Mendoza</td>
<td>725 N. Figueroa st Santa Ana CA 92703</td>
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<tr>
<td>8 Hugo Martinez</td>
<td>803 N. Figueroa st Santa Ana CA 92703</td>
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<tr>
<td>9 Alvarez Regino</td>
<td>809 N. Figueroa Apt A Santa Ana CA 92703</td>
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<td>10 Maximiliano Garcia</td>
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</tr>
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<td>11 Alejandro Escobar</td>
<td>3631 Hazard ave. Santa Ana CA 92703</td>
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<tr>
<td>12 Lorena Ramirez</td>
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<td>13 Cinthiya Perez</td>
<td>705 N. Figueroa st Santa Ana CA 92703</td>
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<tr>
<td>14 Lizzio Murthough</td>
<td>127 Madrid Tustin CA</td>
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CONTRA LA OPOSICIÓN

June 2, 2014

SUBJECT: CONTRA LA OPOSICIÓN DE EL PROYECTO AL TRAFFICO QUE AFFECTARA A RESIDENTES Y NEGOCIOS DE LA AREA DE SANTA ANITA EN LA CIUDAD DE SANTA ANA

Estamos en contra de este proyecto al tránsito (Santa Ana/Garden Grove Fixed Guideway Project) por estas razones 1.) No incluyendo a toda la comunidad 2.) Los objetivos cuestionables, 3.) Costo de el proyecto, 4.) Desplazamiento 5.) Seguridad de la salud del público. Esta declaración también requiere una valoración de equidad del proyecto (Equity Assessment) este iniciado. Es una iniciativa de parte de la orden del gobierno de los Estados Unidos 12898 (1994) considerando las preocupaciones al respecto que afectan las comunidades de bajos recursos y la minoría.

TRANSLATION:

AGAINST THE OPPOSITION

June 2, 2014

SUBJECT: OPPOSITION TO THE TRANSIT PROJECT THAT WOULD AFFECT THE RESIDENTS AND BUSINESSES IN THE SANTA ANITA NEIGHBORHOOD IN THE CITY OF SANTA ANA

We are opposed to the Santa Ana/Garden Grove Fixed Guideway Project for the following reasons: 1.) Lack of community inclusion, 2.) Questionable objectives, 3.) Project costs, 4.) Displacement, 5.) Public safety issues. This statement also requests an Equity Assessment be done on the project. This requirement for an equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government’s activities on minority and low-income populations.
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Letter 10

Declaration of Opposition from Various Individuals Residing on
N. Figueroa Street, W. Hazard Avenue, Madrid Avenue,
N. Bewley Street, W. 5th Street, N. Jackson Street, and Carlton Place

Response 10-1

The Declaration of Opposition from 39 individuals, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
July 7, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

DECLARATION OF OPPOSITION LETTERS IN RESPECT TO THE SANTA ANA GARDEN GROVE “PREFERRED OPTION” OF THE FIXED GUIDEWAY PROJECT

Dear City of Santa Ana,

Enclosed are a series of Letters of Opposition to the city’s preferred option to the Santa Ana Garden Grove Fixed Guide-way Project. These documents representing more than one hundred businesses and residents in opposition to the project are being turned into the city staff as recommendations to be scanned and recorded for public review as comments on the EA/DEIR process submitted on July 7, 2014, prior to the 5:00pm deadline.

As of today Letters describing community opposition and request for an Equity Analysis have also been shared with:

Wendy Knowles, OCTA
Shawn Nelson, OCTA
Pat Bates, OCTA
John Moorlach, OCTA
Janet Nguyen, OCTA
Todd Spitzer, OCTA
A. Murray, OCTA
Mayor Tom Tait, OCTA
Ruby Godinez Castellano, ETAC
ETAC Board Members via Ruby

If you have any questions or need further information, please feel free to contact me at (714) 815-2653 from 7am-7pm Monday through Friday or Saturday from 9am-3pm.

Sincerely,
Madeleine Spencer
DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

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<td>310 N. Broadway st Santa Ana CA 92701</td>
<td>714-835-8585</td>
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<td>2 Cirilo Martinez</td>
<td>2601 N. Grand Ave Santa Ana CA 92705</td>
<td>714-321-7139</td>
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<td>3 Andrew Ramos</td>
<td>450 E. 4th st 401 Santa Ana CA 92701</td>
<td>714-654-3826</td>
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<td>4 Jose Llanos</td>
<td>450 E. 4th st 408 Santa Ana CA 92701</td>
<td>714-288-7882</td>
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<td>5 Ismael Becerril</td>
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<tr>
<td>34 Hugo Rojas Hernandez</td>
<td>34052 Donev Park CA</td>
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DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

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<td>Jeff Merrick</td>
<td>11171 Cherry Hills Dr. Santa Ana CA 92705</td>
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<td>714-650-2109</td>
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<td>Javier Roman</td>
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<td>Jose Elias Gonzalez</td>
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DECLARACION PUBLICA DE OPOSICION

DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE

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<td>72 Crecencio Reyes</td>
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<td>73 Angie Tapia</td>
<td>810 Garfield st # 6 Santa Ana CA 92701</td>
<td>714-805-2854</td>
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<tr>
<td>74 Francisca Trujillo</td>
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<td>714-805-2854</td>
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<td>75 Rufino Tochihuitl</td>
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<td>76 Teresa Mendez</td>
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<td>714-615-9590</td>
</tr>
<tr>
<td>77 Jaime Mendez</td>
<td></td>
<td>714-541-2304</td>
</tr>
<tr>
<td>78 Estela Tejada</td>
<td>1314 W 12th st Santa Ana CA 92701</td>
<td>714-760-6851</td>
</tr>
<tr>
<td>79 Victoria Garcia</td>
<td>11731 Wasco Rd. Garden Grove CA 92841</td>
<td>714-725-9881</td>
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<td>80 Moices Vasquez</td>
<td>1009 N Spurgeon St Santa Ana CA 92701</td>
<td>714-791-3504</td>
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<tr>
<td>81 Rosa E. Ubach</td>
<td>605 E. Washington Ave Santa Ana CA 92701</td>
<td>714-404-2094</td>
</tr>
<tr>
<td>82 Maria Perez</td>
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<td>714-381-7627</td>
</tr>
<tr>
<td>83 Esperanza Ramirez</td>
<td>2032 Orange St Santa Ana CA 92701</td>
<td>714-574-0264</td>
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<tr>
<td>84 Adrian Brindis</td>
<td>1321 N. Durant st Santa Ana CA 92706</td>
<td>714-574-4177</td>
</tr>
<tr>
<td>85 Celene Ponce</td>
<td>112 E. Edinger Ave Santa Ana CA 92707</td>
<td>714-605-8472</td>
</tr>
<tr>
<td>86 Soledad Gomez</td>
<td>1725 Ocho Ave. Laguna Beach CA 90804</td>
<td>714-794-4770</td>
</tr>
</tbody>
</table>
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

SUBJECT: I DECLARE MY OPPOSITION TO THE "PREFERRED OPTION" OF THE STREETCAR THAT THE CITY OF SANTA ANA PROPOSED TO CONNECT TO GARDEN GROVE

Dear Residents of the City of Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

We are opposed to this project for the following reasons:

1) Social exclusion
2) Questionable objectives
3) Population classification
4) Disruptive construction, vacant properties, displacement
5) Public safety issues

This statement of opposition not only opposes the alignment of the project but also requests that an Equity Assessment be done to mitigate further affects in the rest of the City in relation to:

1) Unequal investment
2) Borders
3) Invisibilization
4) Spatial homogeneity
5) Exclusion of governance
6) Serial displacement
7) Social disintegration, all the injuries that would be caused by further sorting in the City of Santa Ana

The requirement for a transport equity analysis was initiated by the U.S. Executive Order 12898 (1994) that considers the effects of the government’s activities on minority and low-income populations.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN Ejecutiva de los Estados Unidos 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,
Nombre: David Rey Recalde
Firma: [Firma]
Domicilio: 1434 S. 117th St, Omaha NE 68127
Teléfono: 712-457-1086

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,
Nombre: Jose O. Quinn
Firma: [Firma]
Domicilio: OK ST 311S SANTA ANA 92701
Teléfono: 714-610-6448
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: ENRIQUE MORENO NAVARRO
Firma: 
Domicilio: 7611 VIA EUGENIA MISSION VIEJO CA 92691
Teléfono: (949) 306-1960

Vengo a hacer mis compras a la calle #47

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Oscar Monroy
Firma: 
Domicilio: 205 W Washington Ave 8206 Santa Ana, CA.
Teléfono: (714) 722-7282
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEKTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12888 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Juan J. Sanchez
Firma: ________________________________
Domicilio: 550 E Pines St Santa Ana, CA 92701
Teléfono: (714) 951-1538

Vengo seguido a comprar calle 4TH ST

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEKTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Hugo Rojas Hernandez
Firma: ________________________________
Domicilio: 54352 Donewy Park
Teléfono: (714) 201-56341

Veengo seguido a comprar calle 4TH ST en Santa Ana.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994), recategorización RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: **Gustavo Sánchez**
Firma: [Firma]
Domicilio: 310 N Broadium
Teléfono: 714-635-8585

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,

Nombre: **Crisi Martinez**
Firma: [Firma]
Domicilio: 2601 N Grand Ave
Teléfono: SANTA ANA CA 92705
(714) 321-7139
DECLARACIÓN PÚBLICA DE OPPOSICIÓN

26 de Junio del 2014

ASUNTO: DECLARO MI OPPOSICIÓN A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12858 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: ANDREW RAMOS
Firma:  [Firma]
Domicilio: 450 WEST 4TH ST, #401 SA, 92701
Teléfono: (714) 651-2976

DECLARACIÓN PÚBLICA DE OPPOSICIÓN

26 de Junio del 2014

ASUNTO: DECLARO MI OPPOSICIÓN A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,

Nombre: JOSE LLANOS
Firma: [Firma]
Domicilio: 450 E. 4TH ST, # 486
Teléfono: 1471-10433782
DECLARACIÓN PÚBLICA DE OPOSICIÓN
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICIÓN A LA “OPCIÓN PREFERENCIAL” DEL TREN ElÉCTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social.
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegridad Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Firma]
Firma: [Firma]
Domicilio: [Dirección]
Teléfono: [Número]

11-2 cont.

DECLARACIÓN PÚBLICA DE OPOSICIÓN
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Atentamente,

Nombre: [Firma]
Firma: [Firma]
Domicilio: [Dirección]
Teléfono: [Número]

11-2 cont.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: [Firmado]
Firma: [Firmado]
Domicilio: [Firmado]
Teléfono: [Firmado]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,
Nombre: 
Firma: 
Domicilio: 430 S. Ygnacio St., 303
Teléfono: Santa Ana, Ca 92705

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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5) Cuestiones de Seguridad Pública

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Atentamente,
Nombre: HANONI Roman
Firma: 
Domicilio: 2330 N. Granite Ave, Santa Ana, Ca. 92705
Teléfono: 714-496-6463
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar cualquier daño en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Heterogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serio
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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12998 (1994) pre ocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: José Romero
Firma: José Romero
Domicilio: 2330 N. Grama Pl.
Teléfono: 714-447-5356

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,

Nombre: Efrain Aguirre
Firma: 
Domicilio: 1112 French, Santa Ana CA. 92701
Teléfono: 

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Cuauhtemoc Reyes
Firma: 
Domicilio: 112 French st Apt A Santa Ana CA 92701
Teléfono: 714-396-5950

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DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Aranzeli Kontu
Firma: 
Domicilio: 1112 French W St Santa Ana CA 92701
Teléfono: 714-396-5950
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: Angela García
Firma: [signature]
Domicilio: 1108 Frenah Santa Ana CA 92701
Teléfono:

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Angela Mªa
Firma: [signature]
Domicilio: 113 FRENCH SANTA ANA CA
Teléfono:
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: [Firmado]
Firma: [Firmado]
Domicilio: 922 GORDY ST
Teléfono: 714-368-2194
YO TRABAJE EN LA 4

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: [Firmado]
Firma: [Firmado]
Domicilio: 456 s-t anacostia
Teléfono: 714 395 19 4 1
YO TRABAJO EN LA CALLE 4
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENEN PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Yolanda Aguirre
Firma: Yolanda Aguirre
Domicilio: 1114 N French St. Santa Ana CA 92701
Teléfono: (714) 574-1358
Yo trabajo en Santa Ana en la Calle 4

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENEN PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Consuelo Blanco
Firma:

Domicilio: 2330 N. Grand Ave. Santa Ana, CA 92706
Teléfono: 714-417-5356 yo trabajo en la calle 47TH.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar los daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Especie
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Edlyn Salazar
Firma: _______________________
Domicilio: 250 Carrage dr, Santa Ana, CA 92707
Teléfono: 714-642-4555

Yo trabajo en Santa Ana, en la Calle Cuatro.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar los daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Especie
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Firmante]
Firma: _______________________
Domicilio: 1914 N Westwood Ave, Santa Ana, CA 92706
Teléfono: 714-835-2971

Yo trabajo en Santa Ana, en la calle 446 en Santa Ana CA.
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for the specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues. This statement of opposition not only opposes this project route but also requests an Equity Assessment be done to mitigate further effects in the rest of the city in relation to unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Javier Galvez
Signature:
Address: 1718 Madrona Rd, Fullerton, CA 92832
Telephone: (562) 317-0694

---

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO QUE LA CIUDAD DE SANTA ANA TIENEN PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social.
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilización
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte público fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: HERNÁNDEZ EDUARDO
Firma:
Domicilio: 2110 W ST 3A ST
Teléfono: 44-780-0838
TRABAJO EN LA CARR 2
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROyectADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazo, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusion Social.
2) Cuestionables Objetivos para este proyecto.
3) Clasificacion de la Poblacion.
4) Construccion Destruytiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Publica.

Esta declaracion de oposicion no solamente se opone a la ruta del proyecto si no tambien se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relacion a.
1) Inversion Desigual.
2) Fronteras.
3) Invisibilidad.
4) Homogeneidad de Espacio.
5) Exclusión del Gobierno.
6) Desplazamiento en Serie.
7) Desintegracion Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del analisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupacion RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: ______________________
Firma: ______________________
Domicilio: _________________
Telefono: ____________________

Yo trabajo en la Chile(4)
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar sus daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Frenteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte gubernamental fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupaclon RENOVADA y CODEIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Moreno Cristina
Firma: [Firma firmada]
Domicilio: 305 S Cypress Apt # C
Teléfono: 714-835-2168

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar sus daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Frenteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte gubernamental fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupaclon RENOVADA y CODEIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre firmado]
Firma: [Firma firmada]
Domicilio: Santa Ana 01, 92703
Teléfono: [Teléfono firmado]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social.
2) Questionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras.
3) Invisibilidad.
4) Homogeneidad de Espacio.
5) Exclusión del Gobierno.
6) Desplazamiento en serie.
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Jose Hernandez
Domicilio: 3000 Fremontia Santa Ana CA
Telefono: (714) 249-7443

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social.
2) Questionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras.
3) Invisibilidad.
4) Homogeneidad de Espacio.
5) Exclusión del Gobierno.
6) Desplazamiento en serie.
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: dirección
Firma: 
Domicilio: 110 S Van Ness Rd.
Telefono: (714) 249-7443
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIAL CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [nombre]
Firma: [firma]
Domicilio: [dirección]
Teléfono: [teléfono]

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIAL CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [nombre]
Firma: [firma]
Domicilio: [dirección]
Teléfono: [teléfono]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff;

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se oponen a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversión Desigual.
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5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Teléfono: [Teléfono]

---

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff;

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se oponen a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
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5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Teléfono: [Teléfono]
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons: 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana.

Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Apotocio Castles
Signature: 
Address: 941 W. 66th St., 3rd Fl., 92703
Telephone: (323) 631-0161

Printed Name: Nancy Mejia
Signature: 
Address: 3rd St., 92703
Telephone: (562) 213-2513
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Lorena Garza
Signature: 
Address: 123 W Main St, Santa Ana 92705
Telephone: 714-310-1234

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Edward Garza
Signature: 
Address: 1171 Cherry Hill Dr, Santa Ana 92705
Telephone: 714-310-3969
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons: 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Jeff Merrick
Signature: [Signature]
Address: 1127 Cherry Blvd, SA 92705
Telephone: 323-322-4241

PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons: 1.) Lack of inclusion, 2.) Questionable objectives for specified project, sorting 3.) Project costs 4.) Disruptive construction, vacant properties, displacement, and 5.) Public safety issues, this statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further affects in the rest of the city in relation to of unequal investment, borders, invisibilization, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government’s activities on minority and low-income populations.

Sincerely,

Printed Name: Pat Alviso
Signature: [Signature]
Address: 1775 Havana Ave, Long Beach
Telephone: 562-833-1085
PUBLIC STATEMENT OF OPPOSITION

June 26, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

We stand in opposition of the fixed guideway project through the downtown area. We oppose this project for the following reasons: 1) Lack of inclusion, 2) Questionable objectives for specified project, 3) Project costs, 4) Disruptive construction, vacant properties, displacement, and 5) Public safety issues. This statement of opposition not only opposes this project route but also request an Equity Assessment be done to mitigate further effects in the rest of the city in relation to unequal investment, borders, invisibility, spatial homogeneity, exclusion from governance, serial displacement and social disintegration, all the injuries that would be caused by further sorting in the city of Santa Ana. The requirement for a transport equity analysis was initiated by U.S. Executive Order 12898 (1994) codified a renewed concern about the effects of the government's activities on minority and low-income populations.

Sincerely,

Printed Name: **Cynthia Sanchez**

Signature:

Address: 12416 Fowlds St, El Monte, CA 91732

Telephone: (714) 306-8266

---

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusion Social
2) Cuestionables Objetivos para este proyecto,
3) Clasificación de la Población,
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento,
5) Cuestiones de Seguridad Pública.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversión Desigual,
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Seria
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de las efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: **Elna Alvarez**

Firma: **Elna Alvarez**

Domicilio: 4086 Civic Center Dr. Apt. 409

Teléfono: 714 445-4488
DECLARACION PUBLICA DE OPUSION

26 de Junio del 2014

ASUNTO: DECLARO MI OPUSION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusion Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificacion de la Poblacion.
4) Construccion Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Publica.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversion Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusion del Gobierno
6) Desplazamiento en Serie
7) Desintegracion Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,
Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Telefono: [Telefono]

DECLARACION PUBLICA DE OPUSION

26 de Junio del 2014

ASUNTO: DECLARO MI OPUSION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusion Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificacion de la Poblacion.
4) Construccion Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Publica.

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a.

1) Inversion Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusion del Gobierno
6) Desplazamiento en Serie
7) Desintegracion Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,
Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Telefono: [Telefono]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPTICION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cawasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:
1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocuación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Angelica Flores
Firma: [Firma]
Domicilio: 408 E Civic Center Dr 113
Teléfono: (909) 827-2080

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPTICION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cawasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:
1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
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5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocuación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio: 408 Civic Center
Teléfono: [Teléfono]
DECLARACION PUBLICA DE OPOSIÇION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSIÇION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEÇADO ANA PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Desregularización, Propiedades Negativas, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
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3) Invisibilidad.
4) Homogeneidad de Espacio.
5) Exclusión del Gobierno.
6) Desplazamiento en Serie.
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Luis Pacheco
Firma: [Firma]

Domicilio: 461 E. Civic Center Dr. 107
Teléfono: (714) 542-34-71

DECLARACION PUBLICA DE OPOSIÇION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSIÇION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEÇADO ANA PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Negativas, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras.
3) Invisibilidad.
4) Homogeneidad de Espacio.
5) Exclusión del Gobierno.
6) Desplazamiento en Serie.
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Juan Carlos Maredo
Firma: [Firma]

Domicilio: 946 W. Chestnut Ave., Santa Ana, CA 92705
Teléfono: (714) 650-2109
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opon a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:
1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lecciones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12894 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Javier Roman
Firma: Javier Roman
Domicilio: 210 N Garfield St, S.A. 92701
Teléfono: 714-395-2297

Declaración de Oposición Continuación...

Nombre: 11-2
Firma: 11-2
Domicilio: 11-2
Teléfono: 11-2
DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos opusimos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Seré
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte colectivo fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Signature]
Firma: [Signature]
Domicilio: [Address]
Teléfono: [Phone Number]

DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos opusimos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Seré
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte colectivo fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Signature]
Firma: [Signature]
Domicilio: [Address]
Teléfono: [Phone Number]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. AGRAVIOS DE COUNCIL.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, en relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lecciones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Juan Segunda
Firma: [Firma firmada]
Domicilio: 800 Garden Santa Ana 92701
Teléfono: (714) 478-7379

Atentamente,

Nombre: [Nombre firmado]
Firma: [Firma firmada]
Domicilio: 946 Chestnut Ave Santa Ana 92701
Teléfono: [Teléfono firmado]

11-2 cont.
DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:
1) Inversión Desigual.
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3) Invisibilidad
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6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Jose E. Vega
Firma: [Firma]
Domicilio: 401 E. Civic Center Dr 301 Santa Ana CA 92701
Teléfono: (714) 417-5092

Atentamente,

Nombre: Abraham Hernandez
Firma: [Firma]
Domicilio: Calle Uno, Santa Clara 034,2701
Teléfono: (714) 417-2460.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se oponen a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Jorge Cabana
Firma: 
Domicilio: 
Teléfono: 714-925-3427

---

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se oponen a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Juan Ruiz
Firma: 
Domicilio: 
Teléfono: 714-740-1977
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MÍNORIAS y personas de bajos recursos.

Atentamente,
Nombre: [Incluir nombre]
Firma:
Domicilio:
Teléfono: (114) 834-0688.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MÍNORIAS y personas de bajos recursos.

Atentamente,
Nombre: [Incluir nombre]
Firma:
Domicilio:
Teléfono: (714) 550-0591.
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TIEND ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destruyente, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a.

1) Inversión Desigual.
2) Fronteras
3) Inviableidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS (2898) (1994) preocupación RENOVA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Víctor Quevedo
Firma: 
Domicilio:
Teléfono: (714) 671-08-24

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TIEND ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destruyente, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a.

1) Inversión Desigual.
2) Fronteras
3) Inviableidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS (2898) (1994) preocupación RENOVA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Cerecendo Reyes
Firma: 
Domicilio: Civic Center DR.
Teléfono: 714-209-6662
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARE MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto, si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Firmado]
Firma: [Firmado]
Domicilio: 1006 N. Idaho St.
Teléfono: 714-074-0857

11-2 cont.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARE MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto, si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Francisca Trujillo
Firma: [Firmado]
Domicilio: #810 Garfield st, apt #6
Teléfono: 714-805-2854.

11-2 cont.
DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

Charlie Carballido, City Attorney; Mayor Miguel Pulido, Council Members; & City Staff;

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto
3) Clasificación de la Población
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento
5) Cuestiones de Seguridad Pública

 Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realicen una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12888 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Rufino Tachilah
Firma:
Domicilio:
Teléfono: (714) 323 - 34 - 79

DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

Charlie Carballido, City Attorney; Mayor Miguel Pulido, Council Members; & City Staff;

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto
3) Clasificación de la Población
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento
5) Cuestiones de Seguridad Pública

 Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realicen una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12888 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Firma:
Domicilio:
Teléfono: (714) 323 - 34 - 79
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEKTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasiificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma:
Domicilio:
Teléfono: [Teléfono]

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYEKTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma:
Domicilio: [Domicilio]
Teléfono: [Teléfono]
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento de análisis para el transporte infraestructural fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Víctor García
Firma: Víctor García
Domicilio: Lucas Rd 92841 Garden Grove CA
Teléfono: 644-725-9891

Atentamente,

Nombre: Moises Vazquez
Firma: Moises Vazquez
Domicilio: 1009 N. Washington St
Teléfono: 211-797-6624
DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. CIRCULAR.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Rosa Z. Uboch
Firma: [Firma]
Domicilio: 605 E. Washington Ave Santa Ana CA
Teléfono: (714) 404-2084

DECLARACION PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO, PARA CONECTAR POR ESTA VIA CON GARDEN GROVE. CIRCULAR.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto si no también se pide que formalmente se realice una EVALUACION DE EQUIDAD, para mitigar mas daños en el resto de la ciudad, con relación a:

1) Inversión Desigual.
2) Fronteras
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Teléfono: (114) 281-7627
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENEN PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE. CITY OF SANTA ANA

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Inviabilidades
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasiificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte gubernamental fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: Jorge Calixto
Firma: ________________________________
Domicilio: 10th Street
Teléfono: 714/925-3477

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENEN PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE. CITY OF SANTA ANA

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto sino también se pide que formalmente se realice una EVALUACIÓN DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

1) Inversión Desigual
2) Fronteras
3) Inviabilidades
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasiificando en la Ciudad de Santa Ana.

El requerimiento del análisis para el transporte gubernamental fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

Nombre: marco martinez
Firma: ________________________________
Domicilio: 22nd and main
Teléfono: 714 - 347 - 66 28
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaoso, City Attorney Sonia Carvallo, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destruir, Propiedades Vacantes, Desplazamiento.
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solo se opone a la ruta del proyecto sino que también se pide que se realice una EVALUACION DE EQUIDAD, para mitigar más daños en el resto de la ciudad, con relación a:

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6) Desplazamiento en Serie
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El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12896 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORÍAS y personas de bajos recursos.

Atentamente,

Nombre: Juanita Hdez.
Firma: [Firma]
Domicilio: Washington and puech.
Teléfono: (714) 296-4974

---

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA “OPCION PREFERENCIAL” DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana.

City Manager David Cavaoso, City Attorney Sonia Carvallo, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:

1) Exclusión Social
2) Cuestionables Objetivos para este proyecto.
3) Clasificación de la Población.
4) Construcción Destruir, Propiedades Vacantes, Desplazamiento.
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Atentamente,

Firma: [Firma]
Domicilio: 1001 N. parkon st # 8 S.F.A. 2101
Teléfono: (714) 358-33 37
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio:
Teléfono: [Teléfono]

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

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Atentamente,

Nombre: [Nombre]
Firma: [Firma]
Domicilio: [Domicilio]
Teléfono: [Teléfono]
DEclaración Pública de Oposición

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Efrain Ramirez
Firma: ______________________
Domicilio: 2032 Orange Santa Ana CA 92707
Teléfono: 714-574-0264

---

DEclaración Pública de Oposición

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

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Atentamente,

Nombre: Adriana Brindis
Firma: ______________________
Domicilio: 1321 N. Down St. Santh Anu, CA 92406
Teléfono: 714-574-4177
DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERRENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,

Nombre: Celine Ponce
Firma: 
Domicilio: 112 E. Sanger Ave Santa Ana, CA 92707
Teléfono: 714-605-9472.

DECLARACION PUBLICA DE OPOSICION

26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERRENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VÍA CON GARDEN GROVE.

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Atentamente,

Nombre: Soledad Caceras
Firma: 
Domicilio: 325 Olvera Ave. S. B. C. 90804
Teléfono: (323) 794-4170
Letter 11

Santa Ana Community & Business Alliance (SAC-BA)
Madeleine Spencer
333 East 9th #303
Santa Ana, CA 92701

Response 11-1

The Declaration of Opposition from 89 individuals from SAC-BA, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
DECLARATION OF OPPOSITION

STATEMENT OF OPPOSITION TO SANTA ANA 'S PREFERED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

<table>
<thead>
<tr>
<th>NAME</th>
<th>BUSINESS NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Perla Veronica Alvarez</td>
<td>Veronica's Bridal</td>
</tr>
<tr>
<td>2 Elma Vazquez</td>
<td>Elma's Beauty Salon</td>
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<tr>
<td>3 George Hansen</td>
<td>Rhodes Jewelry &amp; Loan</td>
</tr>
<tr>
<td>4 Quan M. Tran</td>
<td>Quan M. Tran O.D. Optometry</td>
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<tr>
<td>5 Guadalupe Macias</td>
<td>Rosa's Bridal</td>
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<td>6 Martha Guillen</td>
<td>Primavera's Bridal</td>
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<tr>
<td>7 Jose M. Solorio</td>
<td>La Zapateria Mexico</td>
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<tr>
<td>8 Maria Hernandez</td>
<td>Belinda's Bridal</td>
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<td>9 Hector Ruiz</td>
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<td>10 Paulino Fuentes</td>
<td>Jewelry Gold &amp; Silver</td>
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<tr>
<td>11 Palmira Astudillo</td>
<td>Mexicana Travel</td>
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<td>12 Susan Chan</td>
<td>Al's Shop</td>
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<td>13 Carlos Rodriguez</td>
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<td>14 Patricia Muñoz</td>
<td>Queen's Boutique</td>
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<tr>
<td>15 Jose Rodriguez</td>
<td>Cataño Insurance Brokers</td>
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<tr>
<td>16 Susan Ceballos</td>
<td>Music &amp; Wireless</td>
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<tr>
<td>17 Daniel Estrada</td>
<td>Hybrid Synergy</td>
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<tr>
<td>18 Martha Silva</td>
<td>La Reyna de Michoacan</td>
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<tr>
<td>19 Adan Rodriguez</td>
<td>Conchita 99C And More</td>
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<td>20 Efren</td>
<td>Jacobo Foto y Video</td>
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<td>21 Raymond Rangel</td>
<td>R&amp;R Western Wear</td>
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<td>22 Acencion Trujillo</td>
<td>Las Ilusiones Bridal</td>
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<td>23 Laura Hernandez</td>
<td>Laura's Beauty Supplies</td>
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<td>24 Josefina Estrada</td>
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<td>25 Gerardo Bahena</td>
<td>Margarita's Decoration</td>
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<td>26 Edilberto Forero</td>
<td>Nueva Guadalajara Beauty Salon</td>
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<td>28 Guadalupe Pantoja</td>
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<td>29 Michael Kassira</td>
<td>La Moda</td>
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<td>30 Ricardo Cortez</td>
<td>TNT Tours And Travel</td>
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<td>31 Elvia Viera</td>
<td>Antique Time</td>
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<tr>
<td>32 Irma Aguilera</td>
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<td>Rancho Mendoza</td>
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<td>34 Jorge Vital</td>
<td>Dental 4</td>
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<td>35 Sal Navarro</td>
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<td>36 Arturo Lomeli</td>
<td>Arturo J Lomeli DDS</td>
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<td>37 Tomas Valenzuela</td>
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<tr>
<td>38 Jaime Nungavay</td>
<td>Don Roberto Jewelry</td>
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<td>39 Joseph G Elias</td>
<td>Fiesta Juice</td>
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<td>40 Ruth Gerardo</td>
<td>Mi Cellular</td>
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<td>41 Mike Husain</td>
<td>United Legal Services</td>
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<td>42 Jeam Yeol Chon</td>
<td>Angel's</td>
</tr>
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<td>43 Lee Gomez</td>
<td>Joshua's Designs</td>
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<td>44 Elia Castellon</td>
<td>Fiesta Flowers</td>
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<tr>
<td>45 Aracely Calderon</td>
<td>Fiesta Luggage y Party Supply</td>
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<td>46 Danica Marín</td>
<td>Mexican Imports</td>
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<td>47 Alberto Otero</td>
<td>Todo Services</td>
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<td>48 Hector Silva</td>
<td>Hugos Beauty Salon</td>
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<td>49 Alicia Salcedo</td>
<td>Central Travel &amp; Tours</td>
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<td>50 Guillermo de la Pina</td>
<td>Sigue Corp.</td>
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<td>51 Abdul Amoudi</td>
<td>Alfa Insurance Services</td>
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<td>52 Nam Hye Yun</td>
<td>Nana F/S</td>
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<td>52 Marcela Prado Rodríguez</td>
<td>Holiday Travel &amp; Tours</td>
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<td>53 Marcela Rodríguez</td>
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<td>55 Ruben Puebla</td>
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<td>56 Ruben Alvarez</td>
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<td>57 Grace Yanez</td>
<td>Grace's Enterprices</td>
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<td>58 Mery Lorrea</td>
<td>Costa Azul Travel</td>
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<td>59 Rosa Weber</td>
<td>Mi Salon</td>
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<td>60 Joe M. Lara</td>
<td>Apoteca Modoex</td>
</tr>
<tr>
<td>61 Silvia Huerta</td>
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</tr>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>62 Wilter Cobeña</td>
<td>Cobeña Garden's</td>
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<tr>
<td>63 Fortunato Reyes</td>
<td>Jessyca's Bridal</td>
</tr>
<tr>
<td>64 Teresa Saldívar</td>
<td>Teresa's Jewelers</td>
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<tr>
<td>65 Nam Hye Yun</td>
<td>La Gaviota</td>
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<td>66 Sandra Cerpas</td>
<td>Cassandra Bridal</td>
</tr>
<tr>
<td>67 Shay Patmer</td>
<td>Tough Timez Apparel</td>
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<td>68 Lety Gomez</td>
<td>Lety's Perfume</td>
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<td>69 Herb Rose</td>
<td>Labell Exchange</td>
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<tr>
<td>70 Frank Chavez</td>
<td>Parking Co. of America</td>
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<tr>
<td>71 Barbara Y Rooker</td>
<td>Presbyterian Church Santa Ana</td>
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<tr>
<td>72 Maria Guerrero</td>
<td>TNT Tours &amp; Travel</td>
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<tr>
<td>73 Arturo Arellanes</td>
<td>Mega Furniture Superstore</td>
</tr>
<tr>
<td>74 Samuel Romero</td>
<td>Sabe Rep.</td>
</tr>
</tbody>
</table>
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a marker of sorting, and has remodeled business owners on Fourth Street of previous attempts made by the city since 1983 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the “preferred option” of the fixed guideway running down Fourth Street.

Sincerely,

Veronica’s Bridal

Printed Name: Veronica Almirez
Signature: Veronica Almirez
Address: 308 S BUSH ST SANTA ANA CA 92705
Telephone: (714) 480-0786

June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

EL MIO’S Beauty Salon

Printed Name: Elia Cuza
Signature:
Address: 412 S BUSH ST SANTA ANA CA 92705
Telephone: (714) 480-0786
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

[Signature]

Business Name: Rhodes Jewelry & Loan
Printed Name: George Hansen
Address: 106 E. Fourth St, Santa Ana, CA 92701
Telephone: 714-558-0111

June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely tax businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of setting, and has remodeled business owners on Fourth Street of previous attempts made by the city since 1985 to attract long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

[Signature]

Business Name: Tran M. Tran, D.D. Optometry
Printed Name: Tran M. Tran
Address: 301 E. Avenue J 4, Santa Ana, CA 92701
Telephone: 714-875-3549
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: George Bridal
Printed Name: Guadalupe Manuel
Signature: _______________________
Address: 309 N Broadway
Telephone: (714) 663-5030

June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Primavera Brides
Printed Name: Martha Gonzalez
Signature: _______________________
Address: 102 E. 4th St.
Telephone: 714-397-6218.
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

Business Name: Eddie Zarak Gullen
Printed Name: Marta Gullen
Signature:
Address: 102 E 4th St Santa Ana, CA 92701
Telephone: 714-429-6218

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

Business Name: La Zapateria Mexico
Printed Name: Jose Solorio
Signature:
Address: 126 E 4th St Santa Ana, CA 92701
Telephone: (714) 542-44-83
June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Belinda
Printed Name: MARIA HERNANDEZ
Signature: [Signature]
Address: 114 E. 4TH ST
Telephone: 714-666-3112

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Ruiz Jewelry Alamo
Printed Name: HECTOR RUIZ
Signature: [Signature]
Address: 118 E. 4TH ST
Telephone: 714-543-1018
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Jewelry Gold and Silver
Printed Name: Paulino Huertas
Address: 312 E 4th Street Santa Ana, CA
Telephone: 714-574-5131

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Mexicana Travel
Printed Name: Lamora Asuadillo e Alcides Carmona
Address: 312 E 4th St Suite A, Santa Ana, CA
Telephone: 714 574 9744
June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: ABC Company
Printed Name: Susan Chan
Signature: [Signature]
Address: 214 E. 4th St, Santa Ana, CA 92701
Telephone: (714) 572-1663

June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: ABC Company
Printed Name: Carlos Rodriguez
Signature: [Signature]
Address: 312 E. 4th St
Telephone: 714 543 3233
June 27, 2014

City Manager David Cavaena, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Queen’s Boutique
Printed Name: Patricia Huizar
Signature: [Signature]
Address: 351 E. 4th St. Santa Ana. 92701
Telephone: (714) 884-8719

June 27, 2014

City Manager David Cavaenas, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Antonio Insurance Broker
Printed Name: Jose Ramirez
Signature: [Signature]
Address: 260 E. 4th St. Santa Ana. 92701
Telephone: (714) 210-1719
June 27, 2014

City Manager David Capades, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Music & Wine
Printed Name: Sarah Caballes
Signature:
Address: 314 E. 4th St., Santa Ana, 92701
Telephone: 714-972-4864

June 27, 2014

City Manager David Capades, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Hybrid Supply
Printed Name: Daniel Estela
Signature:
Address: 304 E. Hill Street, Santa Ana, 92707
Telephone: 714-715-1341
June 27, 2014

City Manager David Cueva, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]

Printed Name: Martha Silva
Signature: [Signature]
Address: 300 E 4th St Santa CA 92701
Telephone: 714 973 81 33

June 27, 2014

City Manager David Cueva, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]

Printed Name: Adam Rodriguez
Signature: [Signature]
Address: 314 E 4th St Santa CA 92701
Telephone: 714 632 42 41
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

[Signature]

Printed Name: Raymond Ranger
Address: 300 S. 4TH ST
Telephone: 714-952-3448
June 27, 2014

City Manager David Casasus, City Attorney Semia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: [Company Name]
Printed Name: [Name]
Address: [Address]
Telephone: [Telephone]
June 27, 2014

City Manager David Cavanaugh, City Attorney Sonia Carvallio, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Estefica Guadalupe
Printed Name: Josefina Estrada
Signature: 
Address: 315 N Main St Santa Ana 92701
Telephone: (714) 953-1061

June 27, 2014

City Manager David Cavanaugh, City Attorney Sonia Carvallio, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Margarita’s Decoración
Printed Name: Gerardo Belloso
Signature: Gerardo
Address: 116 E 4th St Santa Ana 92701
Telephone: (714) 852-8720
June 27, 2014

City Manager David Cavauso, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: NUEVO ENDEGAR Beauty Salon
Printed Name: Esteban Torres
Signature: [Signature]
Address: 318 E 11th St
Telephone: (714) 501 3486

June 27, 2014

City Manager David Cavauso, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: KV Soccer
Printed Name: Luis Sandoval
Signature: [Signature]
Address: 300 E 4th St #102 Santa Ana, CA 92701
Telephone: (714) 542-6524
June 27, 2014

City Manager David Cavanaugh, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]

Business Name: Galles teen

Printed Name: Guadalupe Pantoja

Signature: [Signature]

Address: 220 E 4Th street, Santa Ana CA 92701

Telephone: (714) 640-0777

June 27, 2014

City Manager David Cavanaugh, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

[Signature]

Business Name: LA MODA

Printed Name: Michael Barajas

Signature: [Signature]

Address: 120 E 411 S

Telephone: 714-547-9173
June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the past several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of sorting, and has re-routed business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: LA MODA
Printed Name: Michael Martinez
Signature: [Signature]
Address: 110 W 5th St 51
Telephone: 714-547-9173

June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the past several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of sorting, and has re-routed business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Business Name: TNT TOURS & TRAVEL
Printed Name: Ricardo Cortez
Signature: [Signature]
Address: 108 W 4th St
Telephone: 714-973-8000
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

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Sincerely,

Antique Time

Printed Name: Rinna Vicca
Signature: Rinna Vicca
Address: 130 S. 4th St. 201
Telephone: 714-553-4460

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a matter of sorting, and has re-directed business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the “preferred option” of the fixed guideway running down Fourth Street.

Sincerely,

Ferna Salem

Printed Name: Ferna Aguiler
Signature: Ferna Aguiler
Address: 110 E. 4th St. 205 3rd Floor
Telephone: SANTA ANA CA 92701
June 27, 2014

City Manager David Cavauso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will adversely affect businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of sorting, and has resulted in unprofitable businesses on Fourth Street of previous attempts made by the city since 1985 to achieve long-standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Rancho Mendoza
Mariano Mendoza
104 E 4 St.
(614) 547-0345

June 27, 2014

City Manager David Cavauso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely affect businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of sorting, and has resulted in unprofitable businesses on Fourth Street of previous attempts made by the city since 1985 to achieve long-standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guide way running down Fourth Street.

Sincerely,

Dental 4
Joelle Vital
102 E 14 St.
714 - 568-1964
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the "preferred route" raises many questions as to whether this projected plan is in fact a matter of sorting, and has recommended business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the "preferred option" of the fixed guideway running down Fourth Street.

Sincerely,

Business Name: Negele towing
Printed Name: Sal Negele
Signature: Sal Negele
Address: 152 S. 4th St.
Telephone: (714) 652-7411

June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: ARMAOLO LOMBARDI DDS
Printed Name: Arturo Lombardi
Signature: Arturo Lombardi
Address: 415 S. 4th St. #300 SANTA ANA CA 92701
Telephone: (714) 973-8719
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’s “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

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Sincerely,

Business Name: Mainline Services
Printed Name: Thomas Youning
Signature: [Signature]
Address: 102 E 4th St Santa Ana CA 92701
Telephone: (214) 447-0853

June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’s “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Dale Roberts Jewelry
Printed Name: James Young
Signature: [Signature]
Address: 120 W Fourth Street
Telephone: Santa Ana, CA 92701
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Fiesta Juice
Printed Name: Joseph Othias
Address: 209 W. 4th St
Telephone: 714-543-3124

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a mark of sorting, and has remolded business owners on Fourth Street of previous attempts made by the city since 1985 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the “preferred option” of the fixed guide way running down Fourth Street.

Sincerely,

[Signature]

Business Name: Micellar
Printed Name: Ruth Granado
Address: 209 W. 4th St Suite A
Telephone: (714) 834-9021
June 27, 2014

City Manager David Casas, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED-GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

Dear City Representative,

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Sincerely,

[Signature]
Business Name: United Legal Services
Printed Name: Mike Husain
Address: 211 W. 1st St, Santa Ana 92701
Telephone: 714-542-4300

June 27, 2014

City Manager David Casas, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED-GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]
Business Name: [Redacted]
Printed Name: [Redacted]
Address: [Redacted]
Telephone: [Redacted]
June 27, 2014

City Manager David Casasus, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]

Business Name: Joshua Designs
Printed Name: Joshua Designs
Signature: [Signature]
Address: 271 W 4th St Santa Ana
Telephone: 714-213-4100

June 27, 2014

City Manager David Casasus, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

[Signature]

Business Name: Fiesta Flowers
Printed Name: EJ A. CASTELLAN
Signature: [Signature]
Address: 221 W 4th St Santa Ana
Telephone: (714) 558-0184
June 27, 2014

City Manager David Cavaza, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Name]

[Business Name: Fiesta Language Party Supply]

June 27, 2014

City Manager David Cavaza, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Name]

[Business Name: Mexican Imports]

[Printed Name: Danica Marin - Manager]

[Signature: ]

[Address: 208 W 4th Street]

[Telephone: (714) 953-4348]
June 27, 2014

City Manager David Cavuso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: TOAO SERVICES
Printed Name: ALBERTO OTERO
Signature: 
Address: 300 W. 4TH ST. SANTA ANA, CA 92701
Telephone: 714-947-3729

June 27, 2014

City Manager David Cavuso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: HUGOS BEAUTY SALON
Printed Name: HENRY SILVA
Signature: 
Address: 308 W. 4TH ST. SANTA ANA, CA 92701
Telephone: (314) 550-4995
June 27, 2014

City Manager David Cavaera, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Central Travel & Tours
Printed Name: Alicia Salcedo
Signature: Alicia Salcedo
Address: 314 N Broadway St
Telephone: (714) 542-5441

June 27, 2014

City Manager David Cavaera, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Sigura Corp.
Printed Name: Guillermo de la Pinta
Signature: 
Address: 222 W 4th St
Telephone: (714) 321-0837
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED
OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
TO GARDEN GROVE

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construction of a fixed guideway project on Fourth Street will cause a contraction in
spending in the Fourth Street corridor which over the course of the construction will
result in a cumulative decline in aggregated demand for the products currently sold by
merchants on this street. This will severely test businesses in a time when the economy
has already slowed. The fact that the city has proposed this as the “preferred route” raises
many questions as to whether this projected plan is in fact a marker of setting, and has re-
commended business owners on Fourth Street of previous attempts made by the city since
1985 to agitate long standing businesses along this street. For this reason this is a letter of
opposition to the “preferred option” of the fixed guideway running down Fourth Street.

Sincerely,

[Signature]

Business Name: Alfa Insurance Services
Printed Name: Ahmed Amoudi
Address: 222 W. 4th St. Santa Ana CA 92701
Telephone: 714-648-0544

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED
OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING
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commended business owners on Fourth Street of previous attempts made by the city since
1985 to agitate long standing businesses along this street. For this reason this is a letter of
opposition to the “preferred option” of the fixed guideway running down Fourth Street.

Sincerely,

[Signature]

Business Name: NAJA F/S
Printed Name: Omin H. Yous
Address: 105 W. 4th St. Santa Ana CA 92701
Telephone: 714-953-8649
June 27, 2014

City Manager David Carsnos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

[Address]

[Telephone]

Business Name: [Name]
Printed Name: [Name]
Signature: [Signature]

June 27, 2014

City Manager David Carsnos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Name]

[Address]

[Telephone]

Business Name: [Name]
Printed Name: [Name]
Signature: [Signature]
June 27, 2014

City Manager David Ca seven, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

Dear City Representatives,

It is the position of Santa Ana Business Council that over the next several years, construction of a fixed guide way project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses in a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a matter of sorting, and has re-announced business owners on Fourth Street of previous attempts made by the city since 1955 to agitate long standing businesses along this street. For reason this is a letter of opposition to the “preferred option” of the fixed guide way running down Fourth Street.

Sincerely,

[Signature]

Business Name: Chula Vista Beauty Salon
Printed Name: [Name]
Address: 222 W. 4th St.
Telephone: 714-558-8163

June 27, 2014

City Manager David Ca seven, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Parramore 21 & Music
Printed Name: [Name]
Address: 210 W. 4th St.
Telephone: 714-558-1028
June 27, 2014

City Manager David Cavasso, City Attorney Santa Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: [Name]
Printed Name: [Name]
Address: [Address]
Telephone: [Phone]

June 27, 2014

City Manager David Cavasso, City Attorney Santa Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: [Name]
Printed Name: [Name]
Address: [Address]
Telephone: [Phone]
June 27, 2014

City Manager David Cavaan, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED-GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Cosca Ana Travel
Printed Name: Mary Weber
Address: 306 E BROADWAY ST, SANTA ANA
Telephone: 714-542-4419

June 27, 2014

City Manager David Cavaan, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED-GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Mi Salon
Printed Name: Rosa Weber
Address: 312 N BROADWAY
Telephone: 714-725-3650

[Signature]

Business Name: Cosca Ana Travel
Printed Name: Mary Weber
Address: 306 E BROADWAY ST, SANTA ANA
Telephone: 714-542-4419
June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Apoteca Moderna

June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff.

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Tabu

[Signature]

Silvia Huerta

3046 41st St Santa Ana

614-600-2244
DECLARACIÓN PUBLICA DE OPOSICION
26 de Junio del 2014

ASUNTO: DECLARO MI OPOSICION A LA "OPCION PREFERENCIAL" DEL TREN ELECTRICO, QUE LA CIUDAD DE SANTA ANA TIENE PROYECTADO PARA CONECTAR POR ESTA VIA CON GARDEN GROVE.

Estimados Representantes de la Ciudad de Santa Ana,

City Manager David Cavanos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

Nosotros nos oponemos a este proyecto por las siguientes razones:
1) Exclusión Social
2) Cuestionables Objetivos para este proyecto,
3) 4) Concesiones de la Población
4) Construcción Destructiva, Propiedades Vacantes, Desplazamiento,
5) Cuestiones de Seguridad Pública

Esta declaración de oposición no solamente se opone a la ruta del proyecto ni se oponemos a las formas en que se realiza una EVALUACION DE EQUIDAD, para mitigar sus daños en el resto de la ciudad, con relación a

1) Inversión Desigual
2) Fracaso
3) Invisibilidad
4) Homogeneidad de Espacio
5) Exclusión del Gobierno
6) Desplazamiento en Serie
7) Desintegración Social, todas las lesiones que van a ser causadas por continuar clasificando en Santa Ana.

El requerimiento del análisis para el transporte igualitario fue iniciado por ORDEN EJECUTIVA DE LOS ESTADOS UNIDOS 12898 (1994) preocupación RENOVADA y CODIFICADA de los efectos y actividades del gobierno en MINORIAS y personas de bajos recursos.

Atentamente,

[Signature]

Nombre: [Name]
Firma: [Signature]
Domicilio: 711 5th St. Santa Ana, CA 92701
Teléfono: (714) 874-4001

June 27, 2014

City Manager David Cavanos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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It is the opinion of Santa Ana Business Council that over the next several years, construction of a fixed guideway project on Fourth Street will cause a contraction in spending in the Fourth Street corridor which over the course of the construction will result in a cumulative decline in aggregate demand for the products currently sold by merchants on this street. This will severely test businesses at a time when the economy has already slowed. The fact that the city has proposed this as the “preferred route” raises many questions as to whether this projected plan is in fact a marker of sorting, and has reconfirmed business owners on Fourth Street of previous attempts made by the city since 1983 to agitate long standing businesses along this street. For this reason this is a letter of opposition to the “preferred option” of the fixed guideway running down Fourth Street.

Sincerely,

[Signature]

Business Name: JESSICA'S BRIDAL
Printed Name: FORTUNATO PEREZ
Signature: [Signature]
Address: 312 W 44th street, Santa Ana, CA 92701
Telephone: (714) 550-0401
June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: Teresa's Jewelers
Printed Name: Teresa Salcido
Signature: Teresa Salcido
Address: 2234 4th St, Santa Ana
Telephone: 714 894-3277

June 27, 2014

City Manager David Cavasos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

Business Name: LA Galiota
Printed Name: Nam Hye Yun
Signature: Nam Hye Yun
Address: 440 E 44th St, Santa Ana 92701
Telephone: 714 673 0333.
June 27, 2014

City Manager David Cavacon, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

[Address]

[Telephone]

[Printed Name]

[Business Name]

June 27, 2014

City Manager David Cavacon, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA'S "PREFERRED OPTION" ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

[Address]

[Telephone]

[Printed Name]

[Business Name]
June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

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Sincerely,

Leli's Perfume

Leli Gomez

108 W. 4th Santa Ana, CA 92703

(714) 706-9734

June 27, 2014

City Manager David Cavazos, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

La Belle Exchage

Hugo Pazo

501 N. Broadway

(714) 283-2861
June 27, 2014

City Manager David Cavanna, City Attorney Santa Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

Business Name: Parking Co of America
Printed Name: Francisco Chavez
Signature: 
Address: 26th & Bush
Telephone: 714-9261

June 27, 2014

City Manager David Cavanna, City Attorney Santa Carvalho, Mayor Miguel Pulido,
Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE.

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Sincerely,

Business Name: Earth Sculptures & Street Art Inc.
Printed Name: Barbara Y. Buehler
Signature: 
Address: 25478 Greenfield, Santa Ana 92706
Telephone: 714-542-7782
June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Int'l Tours Travel
Printed Name: Dina Guerrero
Address: 116 E. 4th St., Steet.
Telephone: 714-973-7884

June 27, 2014

City Manager David Cavasso, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: Mega Furniture Superstore
Printed Name: Arturo Arellano
Address: 400 E. 41st St., Santa Ana, CA 92701
Telephone: 714-973-2000
June 27, 2014

City Manager David Cavanas, City Attorney Sonia Carvalho, Mayor Miguel Pulido, Council Members & City Staff,

SUBJECT: STATEMENT OF OPPOSITION TO SANTA ANA’S “PREFERRED OPTION” ON THE FIXED GUIDEWAY (STREETCAR) PROJECT CONNECTING TO GARDEN GROVE

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Sincerely,

[Signature]

Business Name: SABC Rep
Printed Name: Samuel Romero
Address: 400 E. 5th St
Telephone: (714) 227-5457
Letter 12

Santa Ana Business Council, Inc. (SABC)
400 East 4th, Suite 7
Santa Ana, CA 92701

Response 12-1

The Declaration of Opposition from 74 business owners from SABC, listing the same reasons included in Letter 8, was forwarded to the decision makers for consideration. See Responses 8-1 through 8-5. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
Dear Proposed Route Comment Committee,

This comment is being submitted on behalf of Downtown, Inc. (DTI) members. DTI represents the Downtown and Artists Village merchants and property owner's. DTI does not endorse the bus option, option number three. Of the 2 fixed guide options, option number one is the preferred route so that the fixed guide will stay closer to the Downtown and Artist Village business districts. Option number two’s west bound route stops at Civic Center at Main and Civic Center at Broadway and leaves the riders too far north of the Downtown and Artist Village. DTI is a strong supported of the fixed guideway project and we stand willing to help as needed.

Sincerely,
Dennis Dascanio,
Board member Downtown, Inc.
Letter 13

Dennis Dascanio
Board Member Downtown, Inc.

Response 13-1

The support for Streetcar Alternative 1 was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
Proyecto de Alineación Vehicular Santa Ana - Garden Grove

TARJETA DE COMENTARIOS

Sus comentarios por escrito serán compartidos con las persona responsables del proyecto

¡SUS COMENTARIOS SON IMPORTANTES PARA NOSOTROS!

Nombre: Jose Rodriguez
Correo Electrónico: rootman123@yahoo.com
Dirección: 312 E 47th St Suite A
Ciudad/Estado/Código Postal: Santa Ana, CA 92701
Número de teléfono: (714) 310-1210

COMENTARIOS
(por favor escriba con letra de molde claramente)

[Handwritten Comment: I prefer the streetcar 2]

Si es necesario, continúe al reverso
Letter 14

Jose Rodriquez
312 E. 4th Street, Suite A
Santa Ana, CA 92701

Response 14-1

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
Your comments are important to us.

Name: Jose F. Diaz
E-mail: champurrado@gmail.com
Address: 1502 W 94th St
City/State/Zip: Santa Ana, CA 92703

Comments (please print): Through experience with other projects, we have learned that an original environmental impact report and later changes are added and the community is not get involved. How do you plan to informed the Community if changes are later added?
Letter 15

Jose Diaz
1502 W. 9th Street
Santa Ana, CA 92703

Response 15-1

The EA/DEIR analyzed the environmental impacts based on conceptual engineering. Design refinements may occur as the project’s engineering plans are finalized. The evaluation of changes to the proposed project would be conducted in compliance with FTA implementing guidelines for NEPA (23 CFR 771.129) and CEQA Guidelines (PRC Section 15162). Project changes that would not result in new significant or adverse impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in an Addendum to the FEIR and possibly an Environmental Technical Memorandum as a supplement to the EA in compliance with FTA and NEPA requirements. Project changes that would potentially result in new or adverse significant impacts as compared to what has been evaluated and disclosed in this FEIR would be evaluated and documented in a supplemental or subsequent environmental document. A supplemental or subsequent document would be subject to the same noticing requirements as the EA/DEIR and public outreach would be conducted to allow community input and participation. For project updates, visit the proposed project webpage at http://santaanatransitvision.com or contact Jason Gabriel with the City of Santa Ana Public Works Department at 20 Civic Center Plaza, M-93 P.O. Box 1988 Santa Ana, CA 92702.
YOUR COMMENTS ARE IMPORTANT TO US

Name: Adrián Muñoz
E-mail: muanaadrian@gmail.com
Address: 403 Vance St
City/State/Zip: Santa Ana
Phone No.: 7146316029

Comments (please print)

Queremos que consideren los efectos que causarían y cómo afectarían a las negociaciones en las escuelas, iglesias, parques, y personas discapacitadas.

We would like you to consider the effects it would cause and how it would affect businesses, schools, churches, pedestrians, parks and the disabled.

OCTA

G

Use Back to Continue
Response 16-1
The EA/DEIR comprehensively assessed the potential for community impacts. The relevant analysis for each of the land uses noted in the comment can be found in the following sections:

- Business – 3.3 Land Acquisition and Displacement, 3.10 Traffic and Parking, and 3.16 Construction
- Schools – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, 3.12 Air Quality, 3.15 Safety and Security, and 3.16 Construction
- Churches – 3.5 Community Effects and Environmental Justice, 3.10 Traffic and Parking, 3.11 Noise and Vibration, and 3.16 Construction
- Pedestrians – 3.10 Traffic and Parking and 3.15 Safety and Security
- Parks – 3.4 Section 4(f) Resources, 3.5 Community Effects and Environmental Justice, 3.11 Noise and Vibration, and 3.16 Construction
- Disabled – 3.5 Community Effects and Environmental Justice

Table ES-3 starting on page ES-17 of the EA/DEIR summarizes the potential adverse effects associated with the proposed project, as fully analyzed in Chapter 3.0 of the EA/DEIR.
Santa Ana and Garden Grove Fixed Guideway Corridor

COMMENT CARD

YOUR COMMENTS ARE IMPORTANT TO US

Name: FRANK MITCHELL, III.  E-mail: Frank829@Yahoo.com
Address: 1920 S. GEDENWUE STREET
City/State/Zip: SANTA ANA, CA 92704  Phone No. (714) 760-2347

THURSDAY EVENING, 7:45 P.M., JUNE 19, 2014.

Comments (please print)

I LIKE THIS PROJECT!!! GREAT MOVE, PLANNERS AND LEADERS OF THE CITY OF SANTA ANA!

1) I LIKE IT BECAUSE IT WILL BECOME A positive attraction FOR PEOPLE TO EXPERIENCE IN SANTA ANA. IT WILL IN TIME, BE AN ECONOMIC BOOST.

2) I oppose Gov. Brown's ridiculous taxpayer-doan "Bullet Train".

3) My only suggestion: Extend line to, or very near, OLD DOWNTOWN GARDEN GROVE. Do not end it at Harbor Blvd. & 17th St. That will be as useless as the L.A. "Greenline" ending at a nowhere area of El Segundo, some 2 miles from LAX.
Letter 17

Frank Mitchell, III.
1920 S. Greenville Street
Santa Ana, CA 92704

Response 17-1

The support for the proposed project was forwarded to the decision makers for consideration. The comment letter is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response 17-2

The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. A connection to Old Downtown Garden Grove is beyond the scope of this project. The suggestion to extend the alignment to Old Downtown Garden Grove was forwarded to local agencies for future consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
CITY MANAGER CAVAZOS: We are going to go ahead and get started. So we have an excellent presentation that we’ve been working on for weeks. This is a combination of years of planning. We have an amazing leadership in the city with the mayor and the council. They unanimously supported this project. We have fantastic consultants. We have an amazing partnership with Garden Grove and the Orange County Transit Authority. We want everybody to know that. The bottom line is, why we’re here, we want your input. We want your input. So if you have information and you want to share it with us, that’s what this is for. We have a 45-day review period. We’ve been at this for years, but we have a 45-day review period, and we have three public meetings, one right here by the train station, one in the central city, and then one on the west side, and we’ll go over all those dates.

I want to make sure that everyone here is an ambassador. I want to make sure that everybody knows that we did an extensive outreach, lots of publications. So what I thought I would do, maybe Jason can come on up and Tanya and just explain a little bit about the outreach we did so everybody knows how we got to communicate.

JASON GABRIEL: Absolutely. I’m Jason Gabriel with the Public Works Agency, and to get the message out on this project, we wanted to make sure that we had a very robust outreach. Throughout the process of developing this environmental document, we’ve had extensive neighborhood meetings with all the stakeholders along the corridor that we could find. We’ve looked at business owners. We’ve looked at public agencies, schools. We looked at everybody we can.

And then leading up to the release of this document, we focused on identifying all of the folks within 500 feet of the corridor of all of the potential alignments of the corridor to make sure that we get that outreach out there. That’s based on the tax roles from the county, identifying each address, whether it’s the property owner, and in a lot of cases we tried to identify individual tenants of apartment complexes at least, if not the person, but at least the unit, so that the notice could go to all of those folks.

So from that regard, we did print that postcard out several weeks ago, just at the release of the document and we feel that we’ve done a lot to get out to the community and gave a lot of opportunities to provide input throughout this last four or five years, so.

CITY MANAGER CAVAZOS: Also newspaper articles. Do you want to add anything, Tanya?

TANYA LYON: We also posted all of the documents, the postcards, also at every single community center and senior center that we have in the city, as well as I believe some locations in Garden Grove, their city hall, our city hall. And if anyone is interested in reading the actual EDA, it’s listed right there at I believe six different locations within the city as well as on-line. We also did send out a press release and will continue our outreach efforts to communities and businesses along the route and we’re reaching out to other businesses as well.

CITY MANAGER CAVAZOS: Thank you. Thank you so much. Does everybody have a card? If you want to give us input, use one of these cards. They’re in different languages. Where is our translator? We have the translation all set up for anybody who needs it.

UNIDENTIFIED SPEAKER: We don’t have anybody.

CITY MANAGER CAVAZOS: Okay, you’re good today. You get paid anyway. Don’t worry.

All right. I’m going to try to make this fun and entertaining. Thank you for being here. It’s a Saturday morning, but it’s very, very important.

I have a lot of light rail experience, a lot of transit experience. I’m a big believer in public transit.
I took the bus for nine years and I took the train for two years. The bottom line is, I took the bus because I had to. I couldn't afford two cars. I took the train because I wanted to. So I'm very, very excited about light rail.

So we'll go through this. I will try and speak loud so everybody hears me. If anybody cannot hear me, let me know, but I'm going to go slow because there's translations that may be occurring and we want people to have an opportunity to hear that.

So the purpose of the meeting is to get your input. Someone asked me, what's your preference? I don't have one. My preference is going to be the one that the public supports that makes the most sense for a variety of reasons and we'll talk about that. So after a 45-day review period, we'll make a recommendation. It's inappropriate to make one now. It's very inappropriate.

So we want your input. We do have other meetings. We have two more. I really worked hard to make sure we had multiple meetings so everybody has an opportunity at different locations, different times. I don't want anybody to say that they didn't have time to come to the meetings. There's three different meetings. We'll talk about the locations where the environmental assessment, the Draft Environmental Impact Report is located, and then we'll talk about how to pass them around so people can thumb through it just to see if it, but we have this available if you want to go look at it. We have it available on-line. We have it available all these different locations, right.

It's a very interesting document. There was a lot of work that was involved, a lot of work that was involved. The consultant and the team did a great job, but these are all the places you can go to. You can go to the public library, Rosita Park, the transit station, Garden Grove City Hall, Orange County Transportation Authority, and then it's on-line, and so those are all the places that it's available.

Next slide. This project background is something that the voters wanted. This is an initiative that was approved by the voters and it was Measure M and it was voted on and it was initiated in 2006. It's a partnership between Orange County Transit Authority and local cities.

We have to foster transit connectivity and expand the reach of transit so everybody can use public transportation to get to their place of worship, to their job, to where they work, all different kinds of things. And we wanted to, the goal was to identify the best projects for consideration. There are 35 submitted. 31 of them related to buses and shuttles and there were four rail projects.

Next slide. Two of them were selected for further consideration, Anaheim and Santa Ana-Garden Grove.

When I went to visit OCTA, I noticed that every single element of the vision was being fulfilled except for one, no light rail. So here we are today. If we can do this, that full vision will be achieved. So here's the vision, an integrated and balanced transportation system that supports the diverse travel needs and the character of Orange County, and then we have the mission, develop and deliver transportation solutions to enhance quality of life and to keep Orange County moving.

Next slide. So it started in 2007. Modern streetcar system was one of the two rail projects selected, as I mentioned, and then we began the analysis, environmental review, five years ago in 2009, and we finished that in the fall of 2012.

This is a study area. We have a nice map here. We've got lots of places to see it. But if you look at the boundaries, 17th Street/Westminster Avenue on the north, First Street on the south, Grand Avenue on the east, and Harbor Boulevard on the west. It's about 4.1 miles, 8.2 if you take it back and forth from the furthest points.

Three different alternatives were considered. One was the bus, rapid transit, and then of course, the streetcar. You do have different alternatives and we want...
So why the streetcar? They're very reliable. I remember when I lived off the streetcar in Phoenix, I told someone out of my bedroom window, I actually could see the station and I would send a text and they would say that a streetcar would be there in five minutes. I'd look in the mirror, go like this, walk down my stairs, go down the stairs and across the street, and the train's waiting for me. Isn't that beautiful?

Who takes the bus here? Nobody? You do. I used to wait at the bus. It was like an eternity. When's it coming? When will it get here? You never know. But the trains, they run on time and it's awesome. Very friendly environmentally obviously. It does foster walkability, more pedestrian.

Again I mentioned the economic development. And it's very compatible with the scale and the character of the city. Especially Santa Ana. Santa Ana used to have a streetcar. I remember working at the library, and it had a nice streetcar, a red streetcar. It used to go down Fourth Street.

This is something that's really, really surprising. Who's seen this chart? Density. Density is like the driving force behind mass transportation. The higher density, the higher need for mass transportation. I showed this to the Orange County Transit Authority board director. I don't think half of them knew it, but when you look at this, there's two cities in America that are among the top 15 in density. They're both in Orange County and they're the only ones that don't have a streetcar or light rail. And Santa Ana's No. 4. Almost 12,000 people per square mile. This is a very dense city. Poster child for a streetcar. We're in between Boston and Chicago. Very, very interesting. So there it is, density.

How do the costs compare? Well, when you look at a house or look at something over the long term, you have to take all the costs into consideration. What you find out, for what I believe is a very, very high level of service, the cost for the streetcar is right in line with the cost for the bus. So the total cost over 25 years capital, O& M, for the bus is 363. You can see the streetcar one is 361 and the streetcar two is a little bit higher. And that's our study and analysis, and so we believe that when you look at the costs, the streetcar actually can come in either the same as the bus or in some cases even lower.

Next slide. One of the things that we did with Orange County Transit Authority is we said, we're partners. Partners meaning that you have a partnership of participation and so we agreed that 10 percent of the net cost that Santa Ana would participate in is estimated at...
between five or 600,000 once this is up and running, and
the city council, based on my recommendation, voted
unanimously to support that. We sent that to the OCTA.
They're doing a study right now to look at implementation
options and also a financing plan, but it's really good for
them to have a commitment from the City of Santa Ana for 10
percent of the costs, so there it is.
We also are looking at options. Of course we're
working with the Transit Authority. We're looking at local
Measure M2 monies that come in, federal funds. Again, this
is a very, very desirable project from a transit
directory at the federal level, state funds, the fare
box. We can get advertising fees and also we can look
towards developer contributions. A lot of times they will
contribute to the projects, which is really good.

So what is the purpose of the environmental
analysis? We want everyone to know that the environmental
analysis is focused on the following key areas. What's the
effect on the community? What about environmental justice,
visual quality, cultural resources, parking, noise and
vibration, air quality, and construction. All of these are
terms of what we look at. And all of this, and everything
that we're doing, that's why it takes so long, it's taken
years, years to do this, and it's in compliance with the
National Environmental Policy Act and the California
Environmental Quality Act requirements. That's why it
takes five or six years to get this done. You have to do a
really good job in analyzing all of these impacts.

So when looking at the route, we want to make
sure that we serve the people, especially those that are
transit dependent, people that need a bus, people that need
a train. Not everybody can afford a car. Cars are
expensive. Gas is like, wow, forget about it. It's really
too expensive. I was talking to someone this morning and they
were telling me they bought an electric car, and he goes,
wow, my electric bill went up, but my gas was four times as
high. So it's really saving money. This train system's
going to run on electricity.

Ease of use and ridership, nice stations. People
can put their bike in there, people that have accessibility
issues, it's better for them. We want to get people's
input from the communities, and of course the economic
development potential.

So what's happening in the future? We've got
more action. After we get your input, we're going to
review it, we're going to look at all your comments, and
then we're going to make a recommendation to the city
council that this is the local preferred alternative. This
is the route that we're recommending and here's the reasons

why. So that will happen in August.
And then we're going to go back to our partner
with the Orange County Transit Authority and acknowledge
that we've completed the step to make sure that they're
also in agreement, and then right now it's scheduled for
October. Maybe we can do it sooner, and we can go ahead
and certify the DEIR based on the input that we got. And
then our goal would be in October that the Federal Transit
Administration would find no significant impact, and then
based on what else we picked up determine the schedule,
financing, and implementation and we go to work.

Now, I will tell you that you have done such a
good job that the Federal Transit Authority took three days
to review our environmental document and said, go ahead and
release it. So that's a good, good sign that we've done a
lot of good work.

We're going to address every single comment here
in the public review process. We will certify the
environmental document, again posting TAs and a funding
plan, and we'll do a funding agreement to make sure that
there's no confusion. We'll do construction and then
operations of course will occur probably a couple years
later if everything goes according to plan.

So we want your comments. Give us your input.
It's a quarter to 10:00. We'll be here until however long

you want us to be to get your comments. You can give it to
us today, just hand it to us, right. Who can they give it
to?

JASON GABRIEL: Just leave them here and we'll collect
them.

CITY MANAGER CAVAZOS: You can mail them to us. You
can email them to us. You can fax it to us. You can give
it to us on-line. And they can give it to us now. We'll
take them verbally right up to speed, perfect. Does
anybody want to talk to the court reporter?

MADELEINE SPENCER: Yes. Also are we having public
comments or is that not happening here right now?

CITY MANAGER CAVAZOS: So who wants to make public
comments? Okay. Can you do that? Can you take her

MADELEINE SPENCER: Okay. You want me to give my
public comments?

CITY MANAGER CAVAZOS: Yeah.

MADELEINE SPENCER: I'm just going to start with just
where we are right now, which is in this room. So this
meeting today has about probably 10 people in it. You said
that there's not a single person in here who needed
translation.

There is -- I see one of the property owners who
have a business downtown and there's a new person here who
1 I spoke to from Oregon, and I live in the French Park community. I know that this guideway's going to come through. I never received and I know that multiple people in my neighborhood never received any kind of flier for this meeting, and I got mine from a community center, so that part is also true.

2 Many of the people in this city it's known are renters. They're not actually property owners. So unless you guys are doing outreach to property owners, you said that you guys went to neighborhood associations. There's 64 neighborhoods in this city, and of those there's probably about 15 that are active neighborhood associations. So I'm curious to know specifically what were the neighborhood association groups that you guys spoke to on this fixed guideway.

3 The other questions that I have have to do with, we'll start with the article that came out recently that it was talking in the Register of the differences between this project and the project that actually is being done in Anaheim or is being talked about. And I want to know for the same reasons that Tate described how that's not going to be happening here which is, he said, years of disruptive construction, traffic congestion, mostly empty streetcars, injured residents and a money pit residents cannot afford. Vintage trolleys that cater to tourists.

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7 Actually help our bus systems here.

8 We have -- it says, spur economic development.

9 Now you know, for big buildings like Mike Carrea's building, downtown you have to have a certain number of occupancy before you can actually make that building. I would like to know the number of businesses that are planning on coming in according to the plan that Mr. Polido says are going to be along this transit system because if we don't have occupancy, I don't know in what way all these businesses are going to flock to Santa Ana to come up along this rail.

10 Tate said, I worry about seeing empty streetcars.

11 Streetcars are fixed, and once you put them in, you can't change the route to meet demand. Morlock says that it's novel. It's not safer than a bus. It's not more flexible than a bus.

12 240 million dollars in investments is going to help to shape the quality of life in Santa Ana. Now 240 million dollars in investments, we were at a meeting to get STIP funding so that people would stop getting hit because people are regularly hit on streets here, on both their bicycles and in walking, and they said in Orange County, it was Lucy Dunn said, I'm sorry, we are broke in Orange County, and we cannot actually give STIP funding to help the number of people that are dying walking across streets.
 justice part of its mission. You said that there is an
equal opportunity to participate in decisions that affect
us. But, you said, that that is the requirement. 

THE COURT REPORTER: Okay, thank you.

MADELEINE SPENCER: Thank you. I'm going to make
a comment. I believe that the Environmental Impact
Statement is a great tool for people to participate in the
decision-making process. It allows people to understand
what the impacts of the project will be and to provide input
on how to mitigate those impacts. It's a valuable tool for
ensuring that the project is developed in a way that is
beneficial to the community.

THE COURT REPORTER: Okay, thank you.

UNIDENTIFIED SPEAKER: I have a question.

CITY MANAGER CAVAZOS: There's no Q & A.

UNIDENTIFIED SPEAKER: I just want to say one thing,
that I agree with the one thing that Madeleine said was
the one thing that I also live in the area and I never received anything
in the mail and I am a property owner. I did get
everything by email. So if the outreach is by mail, just
try to stay a little bit more on top of that.

CITY MANAGER CAVAZOS: I would like to know if you've already
figured out how much it would cost for people to take the
light rail transit because I think the majority of the people
that will be using it will be the ones that take the bus.
And then also the stops along the route, I think it would
be nice if they were all in conjunction with the normal bus
stops so then that way people will know.

I personally think it's a great thing. I like
No. 2 better than No. 1 because it's going to go down
Fourth Street. And I think the reason why a lot of people
aren't here is because it's Saturday morning and I
struggled to get here myself.

CITY MANAGER CAVAZOS: We have three different
options.

UNIDENTIFIED SPEAKER: You said you liked No. 2
because it goes down Fourth Street?

UNIDENTIFIED SPEAKER: No, No. 1. I don't like the
one going down Fourth Street.

UNIDENTIFIED SPEAKER: Okay.

UNIDENTIFIED SPEAKER: I have a question.

CITY MANAGER CAVAZOS: And we would love your
comments. Let's go in order. Madeleine first. You're
next.

UNIDENTIFIED SPEAKER: I just wanted to know, is there
going to be a Q & A after this?

CITY MANAGER CAVAZOS: There's no Q & A. We've been
at this for five years. Any kind of question that you
have, we're going to document and then we're going to
respond to as part of the Environmental Impact Report. She
had dozens of questions in that statement. Some of the
information we don't have. For example, just as an
example, I don't know what the cost is going to be. We
don't know that yet. That's part of the financing plan
that OCTA is doing. I will tell you that historically it's
been a little bit higher than the bus, but it's not been
something that has been a detriment for people to use. So
there's nobody in this room, although the city
is 80 percent Latino, there's nobody in this room that
needs the equipment that's in the back, which shows that
there's actually something wrong with the way you guys are
doing outreach, and if there's about 10 people in this
room, it's not because everybody's happy. That's all.

CITY MANAGER CAVAZOS: Thank you so much for those
comments, and if you can put those on a card, that's great.
Otherwise we'll do the best we can to capture the
information and that will be part of the record and then
we'll respond to each of those comments. Thank you very
much.

UNIDENTIFIED SPEAKER: I just want to say one thing,
that I agree with the one thing that Madeleine said was
the one thing that I also live in the area and I never received anything
in the mail and I am a property owner. I did get
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going to be a Q & A after this?

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at this for five years. Any kind of question that you
have, we're going to document and then we're going to
I would also prefer if -- I would prefer a whole other option, but that's not one of the alternatives, if it would have been Civic Center since it's already a street that's pretty open, there's no parking on parts of the street, but alternative to going through Fifth Street. Like you had pointed out, there's so much of Santa Ana that's not utilized, like even having restaurants in front of the courthouse, you know, it's a beautiful courthouse, and so I would also prefer that option.

I know with the committee I'm in, with ETAC, we've been wanting to have a meeting where we could voice our opinion about what alternative we prefer. I would like to -- I know because we were having these meetings, we didn't want to confuse the public, but if there's a way we could have this meeting after these meetings are done, I think that's a request that I would like to have. I speak probably for the group because in our last meeting, it was something we really wanted to do.

CITY MANAGER CAVAZOS: Thank you so much. Anyone else that wants to make their comments to the public, we do have a court reporter that will take your comments, and again, you can email, fax.

SEAN PULICH: I did have one concern. With the (inaudible) and the Cinco De Mayo events, if you guys do go down Fourth Street, I was just curious how that would work in conjunction with those events because Fourth Street is usually closed off due to the awesomeness that happens there.

CITY MANAGER CAVAZOS: Sure, those are all operational issues. Again, I can't answer questions. I'll be happy to talk to you after that.

SEAN PULICH: And these are just things that I'm sure a lot of people would just be curious about. I have no idea.

CITY MANAGER CAVAZOS: In my experience we have had, again, in Phoenix, we had parades, we had marathons, we had NFL games, we had NBA basketball, and we were able to manage all that. It works.

Open comments about the options and the transit authority?

RUBY CARDENAS: I forgot something, too.

CITY MANAGER CAVAZOS: And your name again because this is all official.

RUBY CARDENAS: Again, it's Ruby. Just something to also right now that you brought up Fourth Street, if there's construction and how long it's going to be, I really think it's going to impact the businesses there, rather Fifth Street that's not as much used or there's not a lot of businesses. I don't think it would be as impacted.
Also, I don't know if it's misleading. On a lot of the advertising, it already has it on Fourth Street, so it gives this impression, like the picture that you used at the beginning of this power point, that was also utilized in the newspaper and that was also on the web site, it has it on Fourth Street. So people when they see that, they already assume that it's already set up.

CITY MANAGER CAVAZOS: Do you notice anything? We had to put a picture somewhere. Historically they had a streetcar that was once on Fourth Street so we chose that, but it's one of the options, but all of the options are what we want to hear about from you today.

RUBY CARDENAS: And also making it a little bit more attractive. I don't know if it's just like a generic one that you're using for advertising, but making it more attractive for people to want to ride it. A lot of people don't want to ride public transportation because they have negative connotations of people who have never taken it.

CITY MANAGER CAVAZOS: So make the train more attractive?

SEAN PULICH: Make it gold.

CITY MANAGER CAVAZOS: We can vote on colors later once the train is done.

Okay, anybody? Hold on a second. We got to go round table at the community center, but it's really hard to document it. You mentioned 400 answers to all the questions. We actually have to sit around a table and document it. You mentioned 400 paper and I can't do the Q & A because I don't have the submission. Yes, sir.

RAUL YANEZ: My name is Raul Yanez. I'm a business owner here in downtown Santa Ana for 35 years. You were talking about meetings that you already had with the associations in the community. I never seen any information about those meetings like Madeleine says. This is the first time that I hear about this meeting and that's why I'm over here.

My concern is that, I'm concerned about the streetcar going on Fourth Street. Back in the eighties we had remodeling on the street. It just ruined the business for whatever time it takes. But back then in the eighties, the economy was really good. These days the economy's really, really bad. It's getting better, it's there, but I think it's not the right time. Well, if you choose -- which one is the one on Fourth Street, No. 2, No. 1?

CITY MANAGER CAVAZOS: Just tell us what you want. We just want your input. Okay, who hasn't spoken yet?

All right. Now we're going to go to people who spoke already if they want to talk again. Go for it.

TISH LEON: I'm actually in the downtown neighborhood association and I was actually involved with this at the very beginning when they called certain community leaders to be in the steering committee when this was just a concept. I forget what year. And I've been to numerous Q & A's, but what's really bothered a lot of people is like because many of you, this is the first time you've been here and so you can't get the answers to your questions during this, and I know that this bothered some people when it was at the Amtrak station a couple of years ago, and so hopefully you can have another Q & A.

CITY MANAGER CAVAZOS: I can't really -- so what's happening here is that we've been doing this for how many years? Five years. How many millions of dollars?

Millions of dollars. And we've gotten all the input and now these are the options and this is what we're presenting forward and we want to have three of these meetings to get people's input. Do you like No. 1? Do you like No. 2? So we have to take all of that and then put it in a body of paper and I can't do the Q & A because I don't have the answers to all the questions. We actually have to sit around a table and document it. You mentioned 400 vacancies, 300 this. I don't have all the information.

After this meeting, I'm willing to stay with anybody to have a friendly conversation, just to talk to people about their questions, and I will do the best I can to answer, but it's not part of the official record.

Because we've been doing it for five years and we had public meetings, we had public hearings, we've had several council meetings, and we'll have more, but it's just not part of this process. This is for public input.

TISH LEON: Right. Well, that's what I was saying, because I was part of it at the beginning when we had the round table at the community center, but it's really unfortunate because Santa Ana, I mean so many people come and go and then there's new people and then they have these questions and concerns.

CITY MANAGER CAVAZOS: Absolutely.
TISH LEON: And so, you know, I'm just looking at their point of view because I did have that opportunity, you know, being a resident of downtown, and knowing that it's going to impact me, favorably I hope, but you know, I'm just thinking of those few that say that they've never seen it.

CITY MANAGER CAVAZOS: That's why we have the book.

All of the -- excuse me. I'm not done talking.

The book talks about all the options, the concerns, the alternative analysis, the environmental impact, and there's hundreds of pages here on comments, demographics, socioeconomic data. It was all captured as part of those meetings and now it's available for public review.

And I was a huge proponent of having those meetings. We wanted more meetings to give final opportunities for people to give us their input and I'm willing to meet with anybody, any stakeholder, and sit around and talk to them, but what we really need now, now that we have the alternative analysis and the DEIR and the options, we need your input on which option, if any, you like. That's what we're doing. But if we wait five years, we have to do a whole other book.

Who hasn't spoken yet? Yes, sir.

SEAN PULICH: One thing I'm thinking about here, and owners, it seems like they would be flocking to hear about the potential of like this kind of construction work on these streets.

The second question I have is about parking, and on Fifth Street, when we took that tour, we saw that there's these small houses and there are no back areas for them to park, and we asked her specifically, where are people supposed to park down further on this line where there's these small houses? And I live in a neighborhood where we get ticketed regularly. If we have friends over -- I actually have a garage, but if there's friends over, they get ticketed on our streets in Santa Ana for visiting, so it makes it like, oh, we don't want to come over and visit your house because we're going to get ticketed. And then on top of that, you're going to be taking away just the parking that is there for the houses that are there.

And then the third thing is the Willowick, this piece of land, I know it belongs to Garden Grove, and I'm really curious how, I know it's within our jurisdiction, but what are the city's plan in terms of development and how is also this development going to impact the Santa Anita neighborhood which is adjacent to it, which has a gang injunction. The only gang injunction in this area is on that neighborhood and how is this whole process going to impact that neighborhood? And I actually went door to door in that neighborhood as well and spoke to people and they had received letters from the city saying that they had five years to move out of their homes and that was really interesting to me because that's a use of eminent domain.

So the question is where are -- I think that there's some serious things going on here that I have a lot of questions about, and if we need to bring all of this stuff in as proof to the city so that you can take a better look and do this equity assessment, I think that that would be great.

CITY MANAGER CAVAZOS: Yes, sir.

SEAN PULICH: Sean Pulich again. I think all this information would be very useful on the web site. I think the web site could probably use some updates. It's still using flash. It's not very mobile friendly.

But in terms of adding value to this transportation, I've regularly taken Amtrak or Metrolink to L.A. or into downtown San Diego and Metrolink transfers to the red line or any of the subway cars in Los Angeles. Adding value as traffic, as more people start moving to Orange County, if we can also work with Amtrak and Metrolink to make sure that we increase ridership on the streetcar and make sure like Metrolink transfers to the streetcar as well, and even Amtrak, I'm not sure if that would work out, but just the idea of having those two be connected by a third mode of transport.
transferable, instead of having to go to a kiosk or. So that's just suggestions.

CITY MANAGER CAVAZOS: More of a statement than an answer to your question. We have Orange County Transportation Authority and that's one of the reasons why the city wanted them to be the lead agency so they can coordinate all of those issues.

Questions about the project or comments about the project? Input, public input? Yes, sir.

UNIDENTIFIED SPEAKER: How long will it take from start to finish?

CITY MANAGER CAVAZOS: Well, we don't -- I can tell you that afterwards, but we wanted your input. If you want us to answer that question, we can, but I can give you an idea afterwards. We want input on the options and the alternatives. If people have questions, we'll document them and we'll answer them as part of the report. And what's good about that is everybody sees it, everybody sees it, and the answer is a professional answer that is based on information, and when we answer the question, we'll have better information.

RUBY CARDENAS: Ruby Cardenas again. When I took the tour with one of the consultants, I can't remember her name, but when I took a tour of the different alternatives, she had mentioned that this light rail would be in function until about 2:00 o'clock in order to bring back and take people from the nightlife in Santa Ana. If this is going to occur, I think OCTA needs to really look at doing that with all the bus systems. There's people that get out of work at 11:00 and they miss the last bus and that's it.

You know, I wouldn't find it fair that we have a light rail traveling at the last, you know, batch is at 2:00 o'clock, but all of the other transportation around finishes at 11:00, so it's something to consider.

CITY MANAGER CAVAZOS: Thank you. Any other comments for the public so we can include it in our Environmental Impact Report?

Also, the next meeting again -- let's go through that schedule. Let's put that back up, whoever's doing the schedule. I think it's like the second or third slide.

There it is.

So our next meeting's on June 17th, and that's at the Santa Ana Police Department, and that's on Tuesday at 9:00 o'clock in the morning. So if people didn't want to come on the weekend, they can go on Tuesday, and then again on Thursday, June 19th, for people that couldn't come on the weekend, couldn't come during the day, want to come at night, they can come at night. We have three meetings.

Thank you. And I'll stick around if people want to chat and talk. Again, if you still have more comments, we have cards and you can talk to the court reporter after the meeting.

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth, that any witnesses in the foregoing proceedings, prior to testifying, were placed under oath; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney or any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: 06/28/2014

Josephine C. Nokes
CSR No. 9098
commission - east

[commission - east]

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neighborhood - predecessor

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grace
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normal
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[49x254] [santa]

[49x254] [santa]

[49x254] [santa]

[49x254] [santa]
Response PH1-1 – Madeleine Spencer

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. Beginning in 2008 and continuing throughout project development to March 2014, in preparation for the public review of the EA/DEIR, the City of Santa Ana conducted outreach to the Downtown businesses. The City’s multi-lingual outreach team conducted door-to-door visits to approximately 230 businesses in the Downtown area, including approximately 156 businesses along 4th Street. The purpose of the outreach was to share key information with Downtown business and property owners about the SA-GG Fixed Guideway Project, inform them about the upcoming release of the EA/DEIR, document questions and input, and provide business owners with appropriate contact information for additional follow-up. A “Sorry We Missed You” letter and information packet was also prepared and left behind for business owners who were not available during the initial visit. The letter offered a briefing with the outreach team to review the proposed project information packet.

Regarding public outreach to potentially affected business owners along 4th Street, extensive efforts were conducted to involve the public and stakeholders in the successful planning for the implementation of a streetcar along the alignment and through the Downtown area. Prior to the release of the EA/DEIR, numerous meetings were held with stakeholders throughout the Study Area to obtain input and provide updates on the SA-GG Fixed Guideway Project. Community meetings were held with the Lacy neighborhood, the French Park neighborhood, the Santiago Lofts Homeowners Association, the Santa Ana Senior Center, and many other stakeholders. Stakeholder comments were collected and recorded at each meeting. In addition, a series of Stakeholder Working Group meetings were held to involve key business people and leaders in the community. Below is a list of organizations which received presentations on the proposed project:

- French Park Association
- Kennedy Commission
- Santa Ana Collaborative for Responsible Development
- Santiago Lofts Homeowners Association
- Artesia Pilar Neighborhood Association
- Labor Union Members
- Federal Courthouse
- Santa Ana Senior Center
- Stakeholders Working Group
- Santa Ana City Council
- Santa Ana Restaurant Association
- Templo Calvario
- State Appellate Court
- Orange County Superior Court
- Rancho Santiago Community College District Board of Trustees
- Lacy Neighborhood
- SARTC Community Meeting to discuss the Santa Ana Train Station
In accordance with CEQA and NEPA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder’s Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk’s Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

Response PH1-2 – Madeleine Spencer

The comment lists six concerns associated with the proposed project, which are also discussed in Response 8-5. Each of these concerns is addressed below.

(1) Years of Disruptive Construction. Construction details and associated impacts are discussed on page 3-197 of the EA/DEIR. The most disruptive construction activities would be limited to a 24-month period; however, these activities would be sequenced by segment so that any one segment would experience disruption for a portion (no more than six months) of the construction duration. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. See Responses 8-1 and 8-5(4) for responses to similar comments on construction.
Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime or weekend work. In addition, early construction plans call for the Downtown portion of the alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

It is not anticipated that the proposed project would affect existing vacant properties and the increased accessibility upon implementation of the proposed project is not anticipated to cause future property vacancies. Acquisitions are shown in Table 3.3-5 on page 3-23 of the EA/DEIR and in Response 8-5. The proposed project would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.

(2) Traffic Congestion. Section 3.10 (Traffic and Parking) of the EA/DEIR includes a detailed analysis of potential traffic impacts. In summary, the traffic analysis was prepared in accordance with requirements of City of Santa Ana and the Orange County Congestion Management Plan. The traffic analysis also considered the requirements of the City of Garden Grove. An intersection analysis was completed that accounted for streetcar operations in mixed-flow traffic. All intersections assessed for the proposed project would operate at similar or improved level of service (LOS) as the No Build Alternative. Intermediate stations are estimated to have minimal traffic impacts as only the stations at the project alignment termini provide parking. Therefore, the Locally Preferred Alternative would not result in adverse effects related to intersection congestion.

A roadway segment capacity analysis was also completed because the proposed build alternatives would operate in mixed-flow traffic in the central and eastern portion of the Study Area. The build alternatives would not cause additional roadway segments to experience capacity deficiencies beyond those identified in the No Build Alternative. Therefore, the
proposed build alternatives would not result in adverse effects related to roadway segments in the Study Area.

(3) Mostly Empty Streetcars. As discussed on page ES-15 of the EA/DEIR, it is estimated that the proposed project would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives. It is anticipated that additional ridership modeling will be completed as the project moves forward.

(4) Injured Residents. Modern streetcars operate similar to buses in city streets, moving with the flow of traffic and allowing passenger pick-up and drop off at designated stops. Public outreach and education programs would be offered to familiarize local residents and business owners with the new streetcar system.

In addition, the system would be required to meet the federal requirements of 49 CFR Part 659 and State requirements of California Public Utilities Commission (CPUC) General Order 164D. These regulations require fixed guideway systems to establish system safety and security programs. Based on the establishment of the safety and security programs, hazards and security threats would be minimized. In addition, CPUC must certify that the project is safe and secure before the project can be placed in revenue service. Following construction, the project would be operated in accordance with OCTA standard operating procedures, operator rules, and the emergency plan. The EA/DEIR analyzed potential public safety impacts and addressed safety concerns associated with schools; Mitigation Measures SAF1 through SAF6, identified on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards. The EA/DEIR found that with implementation of mitigation measures, no adverse safety impacts would occur. See Response 8-5(5) for a response to a similar comment on public safety.

(5) A Money Pit Residents Cannot Afford. The streetcar funding and fares have not been determined at this time. Information regarding possible funding sources have been identified and are under consideration but not approved. Due to this uncertainty, specific funding sources have not been identified in the REA/FEIR. A financing plan will be developed by OCTA prior to revenue operation of the proposed project. The financial analysis and evaluation for the proposed project is in the Executive Summary Section in Table ES-1 on page ES-15 of the EA/DEIR and shown below. See Response 8-5(3) for a response to a similar comment on project costs.
TABLE ES-1: PRELIMINARY CAPITAL COST ESTIMATES (IN 2011 $1,000,000)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSM</td>
<td>$14.5</td>
<td></td>
</tr>
<tr>
<td>Streetcar 1</td>
<td>$197.4</td>
<td>$209.7</td>
</tr>
<tr>
<td>Streetcar 2</td>
<td>$217.0</td>
<td>$228.1</td>
</tr>
<tr>
<td>IOS-1</td>
<td>$146.5</td>
<td>$158.8</td>
</tr>
<tr>
<td>IOS-2</td>
<td>$166.2</td>
<td>$177.2</td>
</tr>
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</table>

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

Streetcar Alternatives 1 and 2 include the same two design options for the maintenance facility and the facilities proposed to be constructed on each of these sites are identical. The cost difference between the options is approximately $11 million, and is related to the estimated cost to acquire the right-of-way. Operations & Maintenance Facility Site A would cost approximately $37.4 million and Operations & Maintenance Facility Site B would cost approximately $26.4 million.

Operations & Maintenance cost projections are important for assessing cost effectiveness and to conduct financial planning. The TSM bus costs were estimated based on current transit cost information provided by OCTA. The Operations & Maintenance cost projections for the streetcar alternatives were based on operating cost per revenue hour derived from historical Portland and Seattle bus-to-streetcar Operations & Maintenance cost per revenue vehicle hour ratios. These ratios were averaged and applied to the OCTA bus cost per revenue vehicle hour. The estimated Operations & Maintenance cost for each build alternative is summarized in Table ES-2 on page ES-16 and shown below.

TABLE ES-2: ANNUAL O & M COST ESTIMATES

<table>
<thead>
<tr>
<th></th>
<th>TSM</th>
<th>TSM - SARTC to Harbor Route Only</th>
<th>Streetcar Alternative 1</th>
<th>Streetcar Alternative 2</th>
</tr>
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<tr>
<td>Annual Revenue Miles</td>
<td>1,061,590</td>
<td>419,120</td>
<td>332,015</td>
<td>363,459</td>
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<tr>
<td>Annual Revenue Hours</td>
<td>105,664</td>
<td>35,152</td>
<td>26,364</td>
<td>32,656</td>
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<tr>
<td>Peak Vehicles</td>
<td>22</td>
<td>8</td>
<td>6</td>
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<tr>
<td>Annual O &amp; M Costs</td>
<td>$13,282,258</td>
<td>$5,100,000</td>
<td>$4,933,284</td>
<td>$6,110,656</td>
</tr>
<tr>
<td>Cost Per Revenue Mile</td>
<td>$12.51</td>
<td>$12.07</td>
<td>$14.86</td>
<td>$16.81</td>
</tr>
<tr>
<td>Cost Per Revenue Hour</td>
<td>$125.70</td>
<td>$143.94</td>
<td>$187.12</td>
<td>$187.12</td>
</tr>
</tbody>
</table>

Source: Cordoba Corporation, Santa Ana and Garden Grove Fixed Guideway Corridor Study Draft Alternatives Analysis Report, April 2014.

(6) Vintage Trolleys That Cater to Tourists. Section 2.6.3 on page 2-14 of the EA/DEIR discusses the type of streetcars that would be used for the build alternatives. Two types of streetcar vehicles have been identified for use which include the CPUC compliant and European style streetcars. A vintage trolley that caters to tourists is not included as an option as it would not best serve the purpose and need for the project which is discussed in Chapter 1.0 beginning on page 1-1 of the EA/DEIR.
Response PH1-3 – Madeleine Spencer
The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south, and a connection to Disneyland is outside the scope of this project. The Anaheim Rapid Connection Project is a fixed guideway system currently being studied by the City of Anaheim and OCTA. This project includes a connection to Disneyland. Project information can be viewed at the following website: http://aconnext.com/arc/overview/. Regarding local use of the streetcar system, anticipated ridership is discussed in Response PH1-2. It is anticipated that the majority of riders would be local residents, business members, and school-aged children commuting along the alignment.

Response PH1-4 – Madeleine Spencer
The comment states that the existing bus systems could be improved to serve the vast number of people who ride buses. Improved transit connectivity resulting from the proposed project would reinforce the viability of transit for workers commuting to the Civic Center and other transit-dependent people who live in other parts of Orange County to more easily access federal, State, and County social service agencies in the Civic Center area via bus lines from the surrounding region. See Response PH1-2(3) related to empty streetcars.

Regarding economic development, the streetcar would integrate well with the surrounding neighborhood by providing frequent service with short distances between stops and fostering an active pedestrian environment. No specific business have committed to relocating along the alignment at this time.

Regarding flexibility in the route, it is acknowledged that streetcar routes are not easily changed to meet demand. One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. In addition to satisfying project objectives, public input, and environmental considerations, ridership was one of the factors considered when the City Council of the City of Santa Ana selected Streetcar Alternative 1 with Operations & Maintenance Facility Site B (west of Raitt Street) and 4th Street Parking Scenario A (parallel parking) as the Locally Preferred Alternative for the SA-GG Fixed Guideway Project on August 5, 2014.

See Response PH1-2(4) related to safety.

Response PH1-5 – Madeleine Spencer
The financial analysis and evaluation for the proposed project is in the Executive Summary Section on page ES-15 of the EA/DEIR. See Response PH1-2(5) related to costs. See Response PH1-2(4) related to safety.

Response PH1-6 – Madeleine Spencer
The comment does not include any comments directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
Response PH1-7 – Madeleine Spencer

An EJ analysis, which identifies minority and low-income populations and evaluates whether the adverse effects of the proposed project would disproportionately burden these vulnerable populations, was included in Section 3.5 on page 3-36 of the EA/DEIR. This analysis was completed using prescribed methodology by the FTA, which was developed in response to Executive Order 12898 and is consistent with USDOT Order 56102(a) and FTA Circular 4703.1. In determining the adverse effects, the project must consider both short-term and long term consequences and weigh them against the benefits of the project.

As shown in Table 3.5-2 on page 3-49 of the EA/DEIR, and presented below, all of the communities within the Study Area are considered EJ populations. The communities closest to the alignment would benefit the most from increased accessibility and connectivity but would be subject to temporary construction effects. Section 3.5.2.3 of the EA/DEIR provides a detailed evaluation of the potential EJ effects for each community within the Study Area.

In addition, the EA/DEIR determined that the proposed project would have no adverse health and environmental effects related to land use, visual quality, cultural resources, geotechnical conditions, hazardous materials, hydrology, traffic, noise and vibration, air quality and greenhouse gases, and safety and security. The EA/DEIR also discusses public outreach specific to EJ in Section 3.5 on page 3-61 of the EA/DEIR. Extensive public outreach during the planning process has occurred in the Study Area and included specific outreach for communities of EJ concern, particularly LEP communities. The following activities were conducted specifically to ensure participation from communities of EJ concern, per requirements under Executive Orders 12898 and 13166:

- Identifying and meeting with environmental justice stakeholders, including Templo Calvario, neighborhood associations, labor union members and senior centers.
- Establishing a project information hotline with outgoing messages in English and Spanish.
- Translating and submitting notices for publication in the following local Spanish language newspapers:
  - Excelsior (Spanish language weekly of the Orange County Register on May 24, 2010)
  - Miniondas (June 3, 2010)
- Making notices and information available in the Public Law Center’s website. The Public Law Center is a pro-bono law firm serving low-income communities in the City of Santa Ana and in the County of Orange (http://www.publiclawcenter.org/news.php?headline = More + Public + Transportation + Coming + to + Santa + Ana).
- Translating presentation boards during scoping meetings, which followed an open house format. Exhibit 7, in the Community Impact Assessment included as Appendix C, provides samples of these boards.
- Making available City of Santa Ana and subconsultant staff who were fluent in Spanish and were familiar with the proposed project and its stakeholders at the scoping meetings. Given the open house format of these scoping meetings, no real-time translation services were required as no formal presentations were given. However, Spanish-speaking staff was on hand to assist LEP community members.
• Translating comment forms on which community members could submit any comments, in English or Spanish.

The outreach to EJ populations shall continue throughout the environmental process consistent with past practice.

In summary, the short-term construction effects of the project would be outweighed by the long-term permanent beneficial impacts that would affect EJ populations. Since the EJ communities within the Study Area would be the primary recipients of the benefits of the project, there would not be a denial in the receipt of benefits to minority and low-income populations.

Response PH1-8 – Unknown Speaker

See Response PH1-1 related to community outreach and distribution of notices.

Response PH1-9 – Unknown Speaker

The support for Streetcar Alternative 2 was forwarded to the decision makers for consideration. The streetcar fares have not been determined at this time. The determination of fares would depend on the available funding for the project, the costs to operate the project and the anticipated revenue received from fares. The request for fare compatibility between systems was forwarded to the decision makers for consideration. See Response PH1-2(5) related to costs. Improved transit connectivity resulting from the build alternatives would reinforce the viability of transit for workers commuting to the Civic Center via bus lines from the surrounding region. OCTA provides fixed route bus service and a countywide shared ride service, ACCESS, in Orange County. Figure 3.10-2 on page 3-121 of the EA/DEIR shows the OCTA fixed route bus service in and around the Study Area. Streetcar stops would be located near OCTA bus stops. A subset of OCTA’s fixed route bus service is a rail station feeder-distributor service known as StationLink. OCTA currently operates a StationLink route (currently Route 462) in the Study Area between SARTC and the Downtown/Civic Center area of Santa Ana. SARTC is a hub of public transit service for central Orange County, serving as a major stopping and transfer point for intercity, interstate, and international bus services such as Greyhound and Transportes Intercalifornias.

Response PH1-10 – Sean Pulich

The general support for the proposed project was forwarded to the decision makers for consideration. Regarding connectivity, the eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intracounty buses operated by OCTA are available.

Response PH1-11 – Ruby Cardenas

See Response PH1-2(4) related to safety. More specifically, to address safety concerns associated with schools, Mitigation Measures SAF1 through SAF6, identified in Section 3.15.3 on page 3-195 of the EA/DEIR, would be implemented as part of the project. These measures
include lighting, fencing, signage and education delivered to students and parents to warn of potential hazards.

As described in Section 3.15.2.3 of on page 3-191 of the EA/DEIR, the average speed for streetcars traveling along the proposed alignment, which takes into account speed reductions at school zones, entering and exiting of station areas, and complying with traffic control, would be approximately 11 miles per hour. Key roadways and their speed limits are shown on page 3-117 of the EA/DEIR, and range between 25 and 40 miles per hour. The speed limit on Santa Ana Boulevard is typically 30 miles per hour in the Study Area.

Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for the build alternatives. The commenter lives on Santa Ana Boulevard and states that visitor parking is limited. As discussed on page 3-126 of the EA/DEIR, the proposed project would remove approximately 53 percent of the street parking on Santa Ana Boulevard between Raitt and Flower Streets (73 of 143 parking spaces). The loss of parking on Santa Ana Boulevard would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. The EA/DEIR states that there is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard.

**Response PH1-12 – Ruby Cardenas**

Three of the six stated purposes for the SA-GG Fixed Guideway Project are to improve transit connectivity, increase transit options, and improve transit accessibility. The initial goal of OCTA’s Go Local Program was to develop projects that would extend the reach of Metrolink. The Cities of Santa Ana and Garden Grove interpreted this to mean not only providing an additional transit connection to a Metrolink station but to also connect with OCTA’s robust bus transit system in Santa Ana. By providing direct connections with all but two of the 16 OCTA bus routes that currently serve the Study Area, the SA-GG Fixed Guideway Project enhances Study Area mobility and connectivity with the region and increases travel convenience for those who use public transportation within the Study Area.

The request for fare compatibility between systems was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

**Response PH1-13 – Ruby Cardenas**

Chapter 2.0 of the EA/DEIR describes the selection and evaluation of alternatives for the project. The alternatives analysis process consisted of four major steps: (1) Preliminary Definition of Alternatives, which included creating a range of conceptual alternatives that could potentially satisfy the Purpose and Need and meet the goals and objectives for the project; (2A) Initial Screening (Route Options) to eliminate route options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project; (2B) Initial Screening (Technology Options) to eliminate technology options with fatal flaws and those that do not satisfy the Purpose and Need and meet the goals and objectives of the project and
determine the reduced set of alternatives to be carried forward for detailed analysis; and (3) Detailed Evaluation and Environmental Impact Analysis of the reduced set of alternatives and selection of the Locally Preferred Alternative.

Early alignment options considered Civic Center Drive as an alternative to Santa Ana Boulevard. Civic Center Drive West provides more direct access to some key activity locations in the Civic Center areas, including the Orange County Courthouse, the Santa Ana Public Library, and Santa Ana Stadium. It was determined that the existing land uses along Civic Center Drive West were less dense and less transit supportive than those along Santa Ana Boulevard or 4th Street. However, the alignment was included in Streetcar Alternative 2 based on comments received from the project’s Stakeholder Working Group.

The request to outreach to the Environmental and Transportation Advisory Committee (ETAC) has been an on-going effort. A number of presentations on the streetcar had been made up to the point of when this comment during the environmental public review was received. Early presentations on the streetcar covered preliminary alternative routes and optional transportation modes. Subsequent presentations included the remaining three build alternatives and the No Build Alternative. The City is committed to continued outreach with ETAC related to the project's environmental analysis.

The City acknowledges the commenter's preference for a Civic Center alignment. See Response 8-2 for related to the alternatives analysis. In addition, as discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

**Response PH1-14 – Sean Pulich**

Accommodations will be made to ensure continuous operation of the streetcar during City-approved special events on 4th Street. The manner of operation has not been determined at this stage of the planning process, and will require coordination between the City, OCTA, and Downtown businesses. Regardless of the operational change during special events, advanced notice and appropriate signage would be provided to guide streetcar patrons to the replacement service locations during such events.

**Response PH1-15 – Ruby Cardenas**

See Response PH1-2(1) related to construction impacts. As discussed on page 3-197 of the EA/DEIR, the duration of concentrated construction activities would be no more than six months at one location along the alignment, including 4th Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work.
Response PH1-16 – Ruby Cardenas
The EA/DEIR equally assessed Streetcar Alternative 1 along 4th Street and Streetcar Alternative 2 along 5th Street.

Response PH1-17 – Ruby Cardenas
The comment requesting an attractive streetcar system was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH1-18 – Raul Yenez
Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The City has confirmed that notices were sent to multiple properties owned by the commenter. See Response PH1-1 related to community outreach and distribution of notices for a detailed description of how the project complied with the CEQA and Council on Environmental Quality (CEQ) Guidelines regarding noticing and public involvement.

Response PH1-19 – Raul Yenez
The support for the Streetcar Alternative 2 was forwarded to the decision makers for consideration. See Response PH1-2(1) related to construction impacts. See Response PH1-15 for effects along 4th Street. A comprehensive community outreach program would be developed prior to the start of construction activities. For business owners and commercial property owners, the disruption of construction activities would involve multiple construction crews operating along the corridor simultaneously. As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. Construction would be completed in coordination with Downtown stakeholders and the business community in order to minimize potential impacts from construction, such as coordinating nighttime and weekend work. In addition, early construction plans call for the Downtown alignment to be constructed at the beginning of the construction process to limit impacts to businesses.

Response PH1-20 – Tish Leon
The public meetings during the 45-day review period of the EA/DEIR served as a forum for recording public comments and receiving testimony on the project and EA/DEIR, and not as a forum in which the City answered questions or engaged in a dialogue with the public. All comments made at the time of the meetings were recorded to become part of the administrative record for the project; these oral comments have been included in this REA/FEIR, for which a response to each comment has been provided.
Response PH1-21 – Sean Pulich
The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. A connection from the SARTC to John Wayne Airport is outside the scope of the project. Comments about future regional connections in Orange County should be directed to regional transportation agencies, such as Metrolink and the Airport.

Response PH1-22 – Madeleine Spencer
See Response PH1-1 regarding to public outreach and Response PH1-2(1) regarding construction along 4th Street.

Response PH1-23 – Madeleine Spencer
Section 3.10-2.3 on page 3-127 of the EA/DEIR discusses the potential impact of removing on-street parking for Streetcar Alternatives 1 and 2. 5th Street, which is referenced by the commenter, would have removed approximately seven of the existing 33 parking spaces. The loss of parking in the Civic Center area would be minimal and absorbed into nearby parking structures. No adverse effects are anticipated.

Response PH1-24 – Madeleine Spencer
The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. Willowick is within the Study Area, although the redevelopment of Willowick is outside the scope of the project. The streetcar would operate within the PE ROW adjacent to Willowick Golf Course, but as stated on page 3-65 of the EA/DEIR, no adverse effects would occur. See Response PH1-7 for issues regarding equity.

Response PH1-25 – Sean Pulich
See Response PH1-12.

Response PH1-26 – Unknown Speaker
As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

Response PH1-27 – Ruby Cardenas
Your suggestion for the alteration of bus hours has been forwarded to OCTA for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.
CITY MANAGER CAVAZOS: Good morning. Buenos dias.
Who knows how to say "good morning" in Vietnamese? Anybody? Say it.
UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)
CITY MANAGER CAVAZOS: All right. Good.
I want to welcome everybody to the street car --
the Santa Ana-Garden Grove Fixed Guideway Project, very,
very exciting. I'll try to make it entertaining for you.
If you have comments at the end, we have
different ways to take them.
The first thing I want to do is ask Tanya and
Jason to come up here.
We have worked really hard on this project for
years and we have done a tremendous job in outreach. We've
mailed thousands of postcards, we've distributed fliers,
we've done Nixles. We wanted to make sure everybody has an
opportunity to learn about these meetings. We've had three
different meetings; one on the east side, one in central
Santa Ana and then one on the west side to make sure that
people have an opportunity to come. And also we did it at
different times; on a Saturday morning, on a Tuesday in the
morning and then we're going to have an evening session

JASON GABRIEL: Okay. Well, from the beginning of
this study process for the environmental, we started with
-- and the board back there describes the study process,
but we started with community listening sessions, we had
scoping meetings, we had stakeholder meetings and now we're
in the EA/DEIR public hearing phase. But throughout those
scoping meetings, community listening sessions, we also
reached out to a lot of the neighborhoods in the area, all
the stakeholders that we could find, we talked and tried to
get input from everybody to provide input on the project.
Now as we're releasing the environmental
document, we looked at everybody within 500 feet of the
alignments that are proposed. That includes property
owners, if they don't live there their tenants, and for
multi-unit commercial and residential, we identified all of
the units within those properties as well. So we looked at
everybody there.
We also looked at all the stakeholders we've had
throughout this process, we've reached out to them as well
as well as resource agencies and we sent out over 4,000
postcards just to notify everybody of these meetings, so a
very robust outreach.
And, you know, Tanya will provide us some more
detail.
TANYA LYON: So in addition to the 4,000 postcards we
sent out to everyone within 500 feet of the route, we also
provided the EA/DIR at every single of the -- the flier at
every single community center as well as the locations
posted here on the board, so it's online at City Hall, the
city clerk's office, the library as well as in the city of
Garden Grove.
In addition to that we also sent out a public
notice and a press release. We've had multiple articles in
the newspaper, in The Register, I think Voice of OC even
carried it and so -- and we continue to reach out. So if
there is anyone who hasn't heard it, it's been on social
media as well and we're continuing to get that message out.
CITY MANAGER CAVAZOS: Thank you.
1 Having said that, five years from now hopefully
2 some of us will see the train go by and they'll go "Wow, I
3 didn't know they were going to do a train." So I wanted
4 you to know that will still happen even though we tried
5 everything possible to get the word out.
6 So we'll go ahead and get started. I think that
7 I'll talk while the screen is going on and I don't want you
8 to look at me, look at the screen, because otherwise if I
9 stand in front of it it will be very hard for you to see
10 it. So we'll go ahead and start.
11 We want to welcome everybody to the meeting.
12 And, of course, the purpose today is to give you
13 information about the street car project, tell you that
14 there are other meetings and where the locations are for
15 the environmental assessment, and a draft Environmental
16 Impact Report and then how to submit comments, we'll talk
17 to you about how to do that.
18 We really want your input, that's why these
19 meetings are so important. We've been at this for several
20 years and I do -- do we have a copy of the report?
21 UNIDENTIFIED SPEAKER: Yes, we do.
22 CITY MANAGER CAVAZOS: Can you bring it over to me?
23 And we had a meeting on Saturday, today of course
24 we're having a meeting this morning and then we have
25 another one on Thursday, Thursday night.

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1 If you have transit, they're going to be coming there by train so hopefully there's more than beneficial offset based on those needs.

2 Street car alternative two, you can see the route there. It provides better coverage of the Civic Center destination, so you can see it goes up there on Civic Center Drive. But there are some challenges with the route. It's a little bit longer, longer route means greater cost. I asked them to be specific. It's about seven percent greater cost. And also there's more right-of-way impacts with that route.

3 And, of course, the bus is also an option that was evaluated. Initially it does have a lower capital cost, it does not require any right-of-way requirements and it has no adverse effect on the environment because of the existing bus transit already. Some of the challenges is it's the lowest daily ridership, less passenger carrying capacity, it's less efficient, it's not as convenient and it provides very little economic development and benefit.

4 Everybody will give you economic analysis but my experience has been that for every dollar in transit investment you get about five dollars back in economic benefit. So some are higher, some are a little bit lower, but that's the general rule of thumb.

5 So by the street car, it's very reliable,

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1 accessible. I speak from personal experience. When you're waiting for a bus, it seems like an eternity. Has anyone ever done it, "Where's the bus? Is it coming?" When you're waiting for a train, it's right on schedule. I could see it from my bedroom, I could text it and it said "The train will be here in four minutes." I go down the stairs, go across the track, wait there and sure enough there's the train with the lights coming. So reliable and accessible, very friendly environmentally. It's got the electricity there, it fosters walkability, it's a catalyst for economic development and it's very compatible with the character and scale of a high density city like Santa Ana and Garden Grove.

2 This is one of the charts that I developed when I got here. I was making my initial presentation to the Board of Directors for OCTA and I asked the staff to rank the cities by density, the large cities, and to take a look at the ones that had a rail transit system or a street car, and the ones who didn't. And what I found out was there's two cities in America of the top 15 that don't have a light rail system or a street car and they're both in Orange County. We got a little work to do here. And Santa Ana in particular with almost 12,000 people per square mile is a poster child for this type of transit. And we're right between Boston and Chicago and you can see all the cities.

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1 have this type of system with the exception of Santa Ana.

2 What about the cost? Well, over the long term the cost of over 25 years has a street car actually being a little bit less expensive than the bus in terms of the TSM/best bus alternative and depending on the street car option, it's very, very comparative in terms of cost. And this is based on the useful life of 12 years for a bus and a street car, of course, is a lot longer, 25 years, and you look at all the different costs for O and M and you can see the numbers there.

3 363 million for the bus; street car one, 361; and street car two, 410 million.

4 We want to be an outstanding partner with OCTA and when they're doing a financial modeling and implementation plan they need to know where the money's going to come from, so I recommended to the City Council, the mayor, that we commit to a ten percent cost share, it's about five or six hundred thousand dollars a year once the train is operational, and that can be used for the analysis. And I think it's really important to have them in the game to be a true partner and so we're able to do that.

5 So when you look at all the different things in addition to the City commitment, we have local Measure M2 funding, federal funding is a possibility, state funds, the...
benefits economically so that we have the quality of life
that we're striving for to make sure that this high density
city has opportunities to move people through the city.
We do have more work to do. We will -- after
getting your input, this is a 45-day review period, we will
recommend a local preferred alternative to the City Council. They will review that and make a decision, then
we will go back to the Orange County Transit Authority Board of Directors in October so they'll acknowledge the progress that Santa Ana-Garden Grove has made and that they are aware that we completed the local program step two.
Then in October of 2014 we will ask the City Council to certify the Environmental Impact Report after we review and take all the comments in. And then we'll transmit that to the Federal Transit Administration and our goal, of course, would be a finding of no significant impact.
So we would like to receive your comments today.
And then, again, we'll certify the environmental document.
I mentioned earlier, I want to re-emphasize, that the Orange County Transit Authority is reviewing and preparing an implementation plan and a funding plan option they'll present to their board. Mayor Pulido is a member of that board and I've been going to all their meetings, so we're representing there. And then go initiate the project.

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walk around the room.

MR. KATZ: I'm Peter Katz, a longtime, 45-year resident of the city and this is very exciting. Public transit is an opportunity for this city to increase its economic development and create jobs locally. And if you say for percentage of the jobs for local employment, this is a win-win situation and it will move people around this city from the west to the east. You'll connect Garden Grove to downtown Santa Ana.

And this month Orange Coast Magazine has rated downtown Santa Ana as the number one downtown in all of Orange County even without this street car. So this street car will increase the capacity in this city.

And I'm really excited, I've traveled around the world and I've ridden on street cars in a lot of cities and they're successful everywhere they've been built. As a matter of fact USA Today last month had an article on all the new street cars that are going in in Atlanta and other cities that are taking advantage of the density of the population because our freeways -- there's no room to build anymore freeways.

And the thing about street cars, it doesn't have the socioeconomic stigma of being for the poor class, for the lower class or for the minority. A lawyer will ride a street car, he will not ride a bus. The CEO will ride a

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street car, he could read the Wall Street Journal on his way to work. Jurors can use this to go to the courthouse without having to take out their cars. And looking for parking spaces in those garages are a nightmare so especially downtown. You wouldn't have to walk as far from the garage if you're on jury duty or you need to make a court appearance or you're going to go to the tax assessor's office. So for me this is a win-win situation.

I think for seniors, for students to go to college, this passes right by Santa Ana College. So I mean it's going to cut down on the transit and the traffic nightmare that we have in this city.

And for the city of Garden Grove to connect with Anaheim, it will move the tourist district further south. Like Las Vegas Boulevard in Las Vegas, it will stretch out to the highway. I envision Harbor Boulevard being a tourist mecca center, bringing all the tourists here stretching from Anaheim to Costa Mesa.

So I think this is a win-win situation for the cities, it's going to bring bond revenue, and I think if it's built right and the stops are designed right and the fare is reasonable, I think people will benefit tremendously from this project. So I'm all for it.

Anyone else?
1 CITY MANAGER CAVAZOS: Anyone else out here? Anybody on this side?
2 CITY MANAGER CAVAZOS: Thank you. All right. Here we go.
3 MS. WOO: Yes. I'm Ruby Woo with the Artesia Pilar Neighborhood Association. I'm also in favor of it but I'm also concerned about the landscaping because it's going to go through my neighborhood, Santa Ana Boulevard. One of the things that I'm upset about right now is that they would have.
4 CITY MANAGER CAVAZOS: August, okay. So we'll have a KELLY: In August.
5 CITY MANAGER CAVAZOS: Better idea in August.
6 CITY MANAGER CAVAZOS: When?
7 CITY MANAGER CAVAZOS: Thank you.
8 CITY MANAGER CAVAZOS: Thank you.
9 CITY MANAGER CAVAZOS: Good.
10 CITY MANAGER CAVAZOS: Thank you.
11 CITY MANAGER CAVAZOS: Anybody else?

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1 UNIDENTIFIED SPEAKER: What's the earliest it would start?
2 CITY MANAGER CAVAZOS: If you wrote us a check today personally, we could probably have it done in about four years. So it all depends on the plan. I'm not being facetious.
3 UNIDENTIFIED SPEAKER: So if funding came in -- from the point funding comes in, it could be four years?
4 CITY MANAGER CAVAZOS: Yes.
5 CITY MANAGER CAVAZOS: I'm going to refer back to the project?
6 CITY MANAGER CAVAZOS: So I'm going to refer back to the comment I made earlier because it's part of our presentation so I'll re-emphasize it. We are currently working with the OCTA, they are the lead agency and they are developing a financing plan and an implementation plan. And as soon as that's done and the Board approves it, we'll have a better idea of how long it will take and how it's going to be financed. But right now we don't have any real concrete estimates.
7 UNIDENTIFIED SPEAKER: I have a question.
8 CITY MANAGER CAVAZOS: Okay. We're here to get input and comments, not Q and A, but I will be here afterwards for anybody that has questions. This can't be part of the official record.
9 Who wants to give input or comments?
10 Yes, sir.
11 UNIDENTIFIED SPEAKER: I have a comment.
12 CITY MANAGER CAVAZOS: Okay.
13 UNIDENTIFIED SPEAKER: I have a question.
14 CITY MANAGER CAVAZOS: One more.
15 UNIDENTIFIED SPEAKER: We have a question over there. Who wants to give input or comments?
16 CITY MANAGER CAVAZOS: Yes, I'm very casual today. Thank you.
17 UNIDENTIFIED SPEAKER: Yes, I'm very casual today. Thank you.
18 CITY MANAGER CAVAZOS: Thank you. All right. Here we go.
19 CITY MANAGER CAVAZOS: Anybody else?
1. MIRIAM G. BALTES, NO. 9704

REPORTER'S CERTIFICATE

1. I, MIRIAM G. BALTES, do hereby certify:

2. That I am a duly qualified Certified Shorthand Reporter in and for the State of California, holder of Certificate No. 9704, which is in full force and effect, and that I am authorized to administer oaths and make affirmations;

3. That the foregoing proceeding was taken before me at the time and place herein set forth;

4. That the proceedings were recorded stenographically by me and were thereafter transcribed by me or under my direction and supervision;

5. That the foregoing pages contain a full, true and accurate record of the proceedings and testimony to the best of my skill and ability.

Dated: July 1, 2014

MIRIAM G. BALTES, NO. 9704

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VERITAS NATIONAL DEPOSITION & LITIGATION SERVICES
866-299-5127

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VERITAS NATIONAL DEPOSITION & LITIGATION SERVICES
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Public Hearing Meeting No. 2

Response PH2-1 – Peter Katz
The general support for the proposed project was forwarded to the decision makers for consideration. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

Response PH2-2 – Ruby Woo
Detailed design specifications for the shelters, the park-and-ride lot, and landscaping have not been developed at this stage of the planning process. Streetcar stations were discussed on page 2-13 of the EA/DEIR. The stations for the build alternatives will be located curbside adjacent to the platforms within the public right-of-way. They will consist of a shelter constructed substantially of transparent materials. In addition to seating, the stations will provide traveler information such as estimates of next train arrival time. The design concerns have been forwarded to the decision makers for consideration. The project would adhere to local established building and landscaping standards to ensure that the project is visually consistent with the existing surroundings.

Response PH2-3 – Unknown Speaker
As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period.

Response PH2-4 – Unknown Speaker
As stated on page 3-197 of the EA/DEIR, the construction period is anticipated to be approximately 30 months, with major activities to be completed within the first 24-month period. The duration of concentrated construction activities would be no more than six months at any given location along the alignment.

As stated on page 3-202 of the EA/DEIR, access to businesses would be maintained during operating hours. In addition, the second sentence in the second to last paragraph on page 3-202 of the EA/DEIR has been revised to state that signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. Signs would also be posted alerting nearby businesses of temporary lane reductions, weekend or nighttime closures, and/or detours. As stated on pages 3-218 and 3-219 of the EA/DEIR include a Traffic Management Plan and a Noise and Vibration Control Plan to reduce construction effects.

Upon completion of project construction, the build alternatives would allow improved access to Downtown Santa Ana and other high-intensity areas of employment, commercial development, and recreational opportunities. Improved transportation service would enhance visibility and access to existing economic activity centers, including those businesses that would be temporarily affected by project construction and areas targeted for redevelopment.
CITY MANAGER CAVAZOS: Well, I want to welcome everybody here. I'm going to go ahead and talk loud because we don't have a speaker. If you want to follow along on the screen, that's great. You don't have to look at me. And we have court reporters here that are taking notes. At the end of the presentation, we will open it up for comments and questions, but it's not a Q & A. We're actually doing this, comments, and then we will take the information or the questions and then we will respond as part of an environmental record then, okay. Now after the meeting, if people have a question, we'll stick around and we'll answer it, kind of off the record.

Okay. The first slide. Welcome. We're doing this in three languages, Vietnamese, English, and Spanish. Bienvenidos. I don't know how to say "welcome" in Vietnamese. Who can do it for me?

UNIDENTIFIED SPEAKER: Here, here.

CITY MANAGER CAVAZOS: Give us a welcome.

UNIDENTIFIED SPEAKER: (Speaking in Vietnamese.)

CITY MANAGER CAVAZOS: Thank you.

So we've had three meetings. This is the third one. We had one at the depot, we had one in downtown at the community room, and this is the third one on the west side of town. We had it at different times. We had it on a Saturday morning, we had it on a Tuesday morning, and now on a Thursday night, so people could have different options. Some people don't have a car so we tried to disperse them throughout the city.

We do want you to know where the Environmental Assessment and the Draft Environmental Impact Report are. We have a copy here. Let's pass it around, Tanya, so people know how big it is. We've been at this thing for several years, millions of dollars in planning in terms of analysis, and we're going to talk about how to submit comments.

Next slide. So we really, really want your input. We're very grateful that you came tonight. Thank you. Again, we had a meeting on Saturday, we had one on Tuesday, and today's the third meeting. We're going over and above what's required. It's very, very important that we do that. So we have a 45-day review period that will end July 7th. So you have until July 7th to submit comments.

The next slide. Guys, guys. Excuse me. Right over here. We've got to keep quiet because I'm trying to speak, and if people want to talk and have side conversations, go outside, but you can't do it now. After we're done, you can talk all night long, but we really need your attention.

So we have it here at the City Hall Public Works counter, the City Clerk's office, the public library, Rosita Park, the train station. We have it at Garden Grove and we have it at Orange County Transportation Authority. We have the document and we'll pass it around in case people need to know what it looks like. And it's on-line. You can get it on-line and look it over.

Next slide. The Orange County Transportation Authority Go Local Program was initiated in 2006 as part of a voter-approved measure and it's local sales tax for transportation. When you look at the vision and the mission for Orange County Transportation Authority, you have every kind of transportation except for one. No light rail or streetcar. This is a critical point in Orange County to have this type of transportation. We do want to extend the reach of Metrolink and foster connectivity throughout the region.

We identified the best projects for funding. There were 35 projects submitted. 31 of them were rubber-tar system, basically buses, and four of them were rail projects. Two of them were selected for further study, Anaheim and Garden Grove/Santa Ana.

I mentioned the vision for Orange County.
Transportation Authority. An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County. What does that mean? That means if you didn't have a car, they want to get you around in a car, they want to get you around in a bus, they want to be able to move around in a train and also a streetcar. So everybody has an opportunity to be mobile in Orange County.

The first step was the feasibility study in 2007 and it defined Santa Ana's transit edition to include a modern streetcar system. Why modern? There was one before. There used to be a streetcar in Santa Ana many years ago, and it was again one of two rail projects that were selected by OCTA to move to the Go Local Program step two. We began in 2009, a very comprehensive analysis and alternative review where they identified alternatives for further study in 2012.

So the study area, we're in it. This is the study area. But the boundaries are 17th Street and Westminster on the north, First Street on the south, Grand Avenue on the east, and Harbor Boulevard on the west. 4.1 miles total. We had to look at alternatives. We looked at the bus, we looked at bus rapid transit, and we looked at the streetcar.

Who takes the bus here? Raise your hand. We got a few people that take the bus. In my life I took the bus for nine years, nine years, because I couldn't afford a car. Later on in my career, I took the train for two years. I loved it. And I could afford a car. I took the bus because I had to. I took the train because I wanted to. There's a big difference.

There were two alternatives that were reviewed. The first one is alternative one. You can see it there in green. It starts out at the Regional Transit Convention station way up there on Harbor and 17th Street, and then it comes down the Pacific Electric right-of-way, which is very, very fortunate for Santa Ana because that's already there, and it comes along Santa Ana Boulevard, goes downtown, lots of stops downtown, and then goes on to the Regional Transportation Center where the train people are at.

There's the greatest number of transit dependent households along this route. It has the highest daily ridership in terms of these are the benefits. It has the lowest operations and maintenance costs and the land use is highly supported by this transit corridor in this route.

Some of the challenges are, it does impact on street parking. It doesn't eliminate it, but it impacts it. Remember, if you have people coming on the train, you don't need as much parking. So there's a balance there.

So I don't want people to think, oh, when parking goes away, we lose customers. They're coming in a different way. They're coming in on the train.

No. 2, this is a little bit of a different route. It goes up to the Civic Center there. And the benefits there, it does provide greater coverage of the Civic Center destinations. However, it is longer. It's more circuitous. It means a greater cost, about seven percent higher cost, and there is a little bit of a greater right-of-way impact, but that alternative was reviewed.

Then we had the best bus alternative. Initially a lower capital cost, does not require any additional right-of-way because it's already an existing right-of-way, basically the roadway. There's no adverse impact to the environment. However, it has the lowest daily ridership. There's less capacity on the buses. It's less efficient, not as convenient, and it provides very little economic development benefit.

So why the streetcar? It's reliable and accessible. I mentioned earlier if you're waiting for a bus, it seems like an eternity, if you ever had to wait for a bus. When it's coming? Is it going to be on time? When you have a train or a streetcar, you have an application that says it's going to be there in two minutes, you go there, and guess what? There it is. It's very, very convenient, very reliable, and very predictable. It's very environmentally friendly. It saves electricity. It fosters walkability. It's a catalyst for economic development. General rule of them, some higher, some lower, but for every dollar, you get about a $5.00 economic development investment. And it's very compatible with the community character and the scale.

When I came to Orange County eight months ago, I said, give me a chart of density. People that lived here all their lives didn't realize how dense this city is. We're No. 4 in the United States. New York, San Francisco, Boston, and here we are in Santa Ana, California, No. 4. Almost 32,000 people per square mile. And then Chicago. That's my hometown. So density is one of the things that people look at when they're talking about mass transportation, to move people around.

And so we are the only -- there are two cities in America that don't have a streetcar or light rail and they're both in Orange County, Santa Ana and Anaheim. Those are the two projects that are being reviewed right now, but every other city has a rail transit system.

How much does it cost? As I mentioned earlier, the initial cost for a bus is a lot lower, so when you take over the life span and how long buses last compared to light rail vehicles, you find out that the streetcar is...
25 development, the engineering, the right-of-way acquisition, 24 implementation plan, and then we'll initiate the project 23 Transportation Authority is looking for financing and an 22 document. I mentioned earlier that the Orange County 21 want your input. We have to certify the environmental 20 goal.

19 thereafter, the Federal Transit Administration will find no 18 October, and then hopefully later that month or shortly 17 Authority board of directors in October. The city council 16 will go to the Orange County Transportation 15 to recommend a route, what is our preferred alternative. 14 working very closely with the FTA and the OCTA, and we want 13 it's estimated at about five or $400,000 a year. So that's 12 our contribution to the streetcar system.

11 How will this be paid for? Lots of ways. 10 Measure 2 money. It's already being collected through the 9 sales tax. Federal funding is a possibility. State 8 funding is a possibility. The fare box, people paying a 7 portion. There'll be advertising and user fees that can be 6 collected. And then again, city and possibly economic 5 development contributions.

4 So why have an environmental analysis? It's 3 really important. It's taken years to do this. It's very 2 comprehensive. We were very, very diligent, but we need to 1 train. People want to live close to transportation. It 0 changes people's lives. Cars are expensive. Gas is 0 expensive. Insurance is expensive. And if you have good, 0 solid transportation, lots of times it has a tremendous 0 impact on people's ultimate decision where they want to 0 live.

5 So here's what's going to happen in the future. 4 We're getting all this input. The 45-day review period 3 will end July 7th. It takes us about a month to collect 2 all the information, make sure we thoroughly analyze it, 1 working very closely with the FTA and the OCTA, and we want 0 to recommend a route, what is our preferred alternative. 0 Then it will go to the Orange County Transportation 0 Authority board of directors in October. The city council 0 will review and certify the Environmental Impact Report in 0 October, and then hopefully later that month or shortly 0 thereafter, the Federal Transit Administration will find no 0 significant impact and then we're on our way. That's the 0 goal.

19 Just to emphasize the next steps, we definitely 18 want your input. We have to certify the environmental 17 document. I mentioned earlier that the Orange County 16 Transportation Authority is looking for financing and an 15 implementation plan, and then we'll initiate the project 14 development, the engineering, the right-of-way acquisition,
1. City Manager Cavazos: You can ask me any question you want, and anything you want to ask, we will either reiterate what we said in prior meetings or answer your questions, but we want your comments because we don't want to make a mistake. So if you have a question, we will respond as part of the environmental. So do you want to go for it?

2. Unidentified Speaker: Sure.

3. City Manager Cavazos: You got to talk loud because they're taking notes.

4. Unidentified Speaker: Sure. So I guess my question is in terms of tours that are being given, so there were tours that were scheduled for folks that wanted to see the potential routes and where it would run through and learn more about I guess the proposed alternatives. At some point they got stopped and we didn't get to take the tour, so I know there's a couple of folks that have been asking me, like what happened with those tours. So my question is if those are going to be given again and if whatever input folks give throughout those tours will be considered in this whole process?

5. City Manager Cavazos: The answer is, we want your input by email, by fax, at this meeting, but if you're on a tour and you tell someone to somebody, that doesn't count. It's got to be part of this public meeting because...
CITY MANAGER CAZAS: Anybody else wants to talk again, move up to the front.

UNIDENTIFIED SPEAKER: Yeah, I want to move.

CITY MANAGER CAZAS: Anybody else wants to talk again, move up to the front.

So this row was already done. I know you came late, so if you want to move up, I know you need to talk.
north side of Santa Ana, and live on the south side of Santa Ana, how will they be going to school through that construction? Or vice-versa. If they live on north, on the northern area of Santa Ana, but they go to school in the southern area, how will they get to school? Are you guys going to provide any sort of transportation or are we still going to be having to support ourselves and pay for our own transportation going around that construction, or will it just be straight through the construction? And that's all I have.

CITY MANAGER CAVAZOS: Thank you. That's an excellent question, and we're going to answer that question, but I will tell you right now that we will have a very successful construction program and nobody's going to be impacted in terms of how to get to places. So we'll work on that, and the construction on this project is less intense than it would be on a major rail project, so we don't believe that anybody's going to be impeded from going to school or shop or anything like that.

Yes, sir.

UNIDENTIFIED SPEAKER: Can I speak over here?

CITY MANAGER CAVAZOS: No, right here. Go ahead. We want you to be by people so they can record your comments.

RAUL YANEZ: Oh, okay, I'm going to be very short. My name is Raul Yanez. I also have a few properties on the north side of Santa Ana, and live on the south side of Santa Ana, how will they be going to school through that Fourth Street right next to Dr. Cha and also Adolpho Lopez. I'm concerned about the construction if it goes in on Fourth Street. I pretty much support the same idea that Mr. Walters said. That's it. Thank you.

CITY MANAGER CAVAZOS: Thank you. Thank you so much. We're almost done here. We got everybody in this row? You want to speak? You're good. Madeleine?

MADELEINE SPENCER: The question I have today actually concerns also a question that I asked before, but today I'm asking a little bit different. I know that the city has a Nixle site that goes out to 3,000 people. I know that the city clerk's email distribution list is 150 people, and I know that if this was advertised in English, Spanish, and telemedia, that would be good. I know there's a coastal area site, a Facebook, and Twitter.

My question is, out of 350 individuals that live in this city which is just -- I know that there's more people than that live in this city, what is an average that says that the EIR report has actually done the maximum amount of outreach to this city, if especially, there is no access to computers? We know that in the library, there's 16 computers, which are for people's access in the city, and during the survey that the city did for strategic planning, the numbers of that survey are going to show you exactly the number of people who responded. The city had to go out and do a robo-call and bring out trucks into the city to be able to get more people to understand.

According to the Sunshine Ordinance, you're supposed to do outreach to people within 500 feet of where it is that this project is, and I want to know what kind of numbers because so far from the numbers I've seen at these meetings, this does not validate the number of people in this community getting public outreach.

CITY MANAGER CAVAZOS: Okay, thank you. We're going to come back, but we're going to get everybody on this line right. So with the exception -- okay, I'm going to go back to you because that will be four times. So for it. You got to talk loud because they're recording everything.

UNIDENTIFIED SPEAKER: Yes. So you mentioned that it's not going to be a lot of impact as far as construction, but I'm concerned about parking then on the -- not in the downtown area because we already spoke about that, but then going up. Is there going to be an alternative? Are there going to be -- so people that live around, what's going to be that? And since you showed us the report, I believe that we're fourth in the density, is there an idea of doing other than the downtown area where folks do need transportation, the rest of the city?

CITY MANAGER CAVAZOS: Okay, so we'll answer that question in writing. Good question.
In writing. These are the alternatives that we are using.

Another slide, Cathy. Cathy, can you go back to the other slide, please. But here are some of the other impacts in choosing a route, right there, okay. But we’ll provide an answer to you in writing.

So the reason why it’s important to do it in writing is there are people that are not at this meeting that are very interested in your questions, and we want to make sure they have it on-line so they can ask, well, how did people get notified? How do you decide the route?

What’s the cost? How long have you been doing this? So they can read all those comments, including the Federal Transit Administration will go over that.

So we got everybody here? Yes, sir.

UNIDENTIFIED SPEAKER: I have a question along the same line, but in addition to that, there is a safety -- I don’t know if it’s a problem, but streetcars do not have good safety records. What are the accommodations made to avoid mistakes that have been made in other communities with streetcar transit?

CITY MANAGER CAVAZOS: Good question and we’ll answer that one, too. Thank you.

Yes?

UNIDENTIFIED SPEAKER: Do you know what the average cost would actually be for me to take that transportation?
bikes lanes and also pedestrian improvements. Would this
funding at all affect funding that we could potentially get
in the next I guess five, ten years for those projects?
CITY MANAGER CAVAZOS: So we’ll answer that question,
too. Yes.
UNIDENTIFIED SPEAKER: I was wondering about how
you’re going to have designated stops for the cars? Is it
gonna be like a bus stop, when you think of the classic
bus stop, where you maybe have a bench and a covered area,
or is it just out in the open?
CITY MANAGER CAVAZOS: We have some pictures of the
stations there and they’ll show you what it’s going to look
like, so if you want to look at that when we’re done, you
can look at it. Okay? Is that fair?
UNIDENTIFIED SPEAKER: Yes.
CITY MANAGER CAVAZOS: And this is all on-line and
we’ll have pictures available for everybody. So that’s the
station right there.
So we’re done with this here and now we’re on
this row.
UNIDENTIFIED SPEAKER: (Through Interpreter) So
classically do we choose a streetcar that’s going to benefit
the community, it’s going to help the transportation
especially going south. So in other words, I guess --
UNIDENTIFIED SPEAKER: No, no. She’s saying the

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writing, too.

CITY MANAGER CAVAZOS: Okay, enjoy your evening.

Thank you for coming.

If you have a question for the record, they'll take it.

(END OF TRANSCRIPTION.)

(TIME NOTED: 7:10 p.m.)
Response PH3-1 – Unknown Speaker
Under Streetcar Alternative 2 and IOS-2, the Streetcar would travel eastbound along 5th Street from Ross Street to Minter Street. The cross sections and alignment along 5th Street are shown in Appendix O beginning on page 60 (drawing number TR-19 through TR-22) of the EA/DEIR. The streetcar would operate in the right most lane until east of Bush Street where a dedicated right turn lane would generally occur before intersections until Minter Street. No changes would occur to the existing left one or two lanes along 5th Street. Along this segment, the streetcar would operate in mixed traffic. This could include vehicles and/or bicycles, as there is no existing bike lane and travel speeds would be substantially lower. Businesses along 5th Street may be temporarily disrupted during construction. See Response PH1-2(1) related to effects to businesses during construction. Access to existing businesses would be maintained and accessibility to businesses along 5th would be increased with the addition of three stations under Alternative 2 or IOS-2.

Response PH3-2 – Unknown Speaker
See Responses 8-5(5) and PH1-7 related to completion of an EJ analysis and an equity analysis.

The loss of property value is not an environmental consideration under CEQA unless it leads to the physical deterioration of buildings. Regarding equity in properties, there is no supporting evidence or documentation to establish, as fact that the implementation of a streetcar system causes property values to decrease to the extent that blight or physical degradation of buildings would occur. Speculation about fluctuations in property values as a result of transit improvements is not within the scope of the EA/DEIR.

Response PH3-3 – Wan Cha
A cultural resources report was prepared for the project in compliance with Section 106 of the National Historic Preservation act and is included as Appendix K of the EA/DEIR. This report analyzed the potential for the proposed project to adversely affect historic, archaeological or paleontological resources. The Section 106 determination found that no adverse effects to historic, archaeological or paleontological resources would occur from the proposed project.

Proposed construction activities generally would require conventional earthwork equipment (e.g., cranes, tractors, and trucks). Drill rigs and similar vibration-generating equipment may also be used for various construction activities. In addition, as discussed on page 3-208 of the EA/DEIR, pile-driving activities would be limited to the elevated crossing over Westminster Avenue and where the alignment crosses the Santa Ana River channel. The distances between the construction equipment and properties would typically be sufficient to avoid effects to the properties, including historic buildings, as a result of vibration or other activity that could affect these buildings’ structural integrity. However, six historic structures have been identified as potential locations of vibration impacts.
As discussed on page 3-219 of the EA/DEIR, the proposed project includes a Noise and Vibration Control Plan to reduce the effects of construction vibration to historic structures. Relevant components of the Plan include:

- Where pile-driving operations are required, vibratory pile driving or pre-drilled pile insertion techniques shall be used whenever possible, rather than impact pile driving;
- Pile driving activity shall be prohibited during nighttime hours;
- Residences located within 560 feet of pile driving activity shall be sent advanced notice of the construction schedule; and
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment where possible to avoid construction vibration impacts. Specifically, contractors shall use smaller and lower impact construction technologies where residential and historic structures are located within 26 feet of the construction site.

Response PH3-4 – Wan Cha

The alternatives identified for evaluation in the EA/DEIR were based on public comments, as well as technical analyses, as detailed in the Alternative Analysis Report (under separate cover and available by request or on the City’s website at http://santaanatransitvision.com). The alternatives analysis process included a comprehensive review of potential technology and alignment options. A wide range of public transit options were defined and investigated as candidate technologies. The initial alignment options were based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area’s regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and Bus Rapid Transit services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

As discussed in the EA/DEIR, Streetcar Alternative 1, traveling along 4th Street, was identified as the route having the highest daily ridership after a comprehensive alternatives analysis.

Response PH3-5 – Adolpho Lopez

The EA/DEIR focused on assessing a streetcar system. The Study Area is generally bounded by Harbor Boulevard to the west, 17th Street to the north, Grand Avenue to the east, and 1st Street to the south. The goals and objectives of the project, described in Table 1-1 on page 1-14 of the EA/DEIR, are focused on transportation improvements. The development of a promenade in the Downtown area is outside the scope of this project. Regarding encouraging pedestrians to visit Downtown and 4th Street, and as stated on page ES-15 of the EA/DEIR, it is estimated that Streetcar Alternative 1 would attract between 3,770 and 8,400 riders per day in horizon year 2035. Six stations would be located in the Downtown commercial area of the City. These stations would provide easy access for streetcar riders to visit Downtown businesses.
Response PH3-6 – Saul O’Campo

Regarding safety, concrete barriers with fencing would be placed around the perimeter of construction areas to restrict access and eliminate the threat to safety and security of anyone not directly involved in construction activity. Construction activity would occur in front of Spurgeon Intermediate School, Romero Cruz Elementary School, George Washington Carver Elementary School, and James Garfield Elementary School. Construction zones near schools require additional considerations to ensure the safety of students and staff and promote vehicle awareness. The City of Santa Ana would coordinate with the Santa Ana Unified School District and Santa Ana Police Department to develop and implement a construction traffic safety plan, as identified in Mitigation Measure SAF1 on page 3-196 of the EA/DEIR, at schools adjacent to the alignment. Precautionary safety features would, as a minimum, include signs, barriers, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times, as well as the education plan to increase the construction and safety awareness for students and parents.

The construction zone would typically be limited between two- and four-block segments. North-south traffic could experience detours or inconveniences from lane reductions, nighttime or weekend closures, and detours. In addition, daytime construction activity in major intersections would occur in increments to avoid complete intersection closure. Accordingly, impacts to direct routes to and from institutional uses would be temporary and occur for a relatively short period. Therefore, the City would not provide transportation for students around the construction zone.

Response PH3-7 – Raul Yanez

See Response PH3-1 related to construction vibration and historic properties. PH1-2(1) related to a general discussion of construction activities.

Response PH3-8 – Madeleine Spencer

See Response PH1-1 related to community outreach and distribution of notices.

Response PH3-9 – Unknown Speaker

Section 3.10 in Table 3.10-6 on page 3-127 of the EA/DEIR includes a detailed parking analysis which includes a discussion of parking loss outside the Downtown area. The alignment outside the Downtown area, west of Flower Street to Raitt Street would be the same for all of the build alternatives. No parking loss would occur west of Raitt Street or to the east of the Downtown area. As shown in the following table, 53 percent of street parking would be removed along Santa Ana Boulevard between Raitt and Flower Streets.

<table>
<thead>
<tr>
<th>STREET PARKING SPACES</th>
</tr>
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<tbody>
<tr>
<td>Scenario and Segment</td>
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<tr>
<td></td>
</tr>
<tr>
<td>Streetcar Alternatives 1, 2 and IOS-1, and IOS-2</td>
</tr>
<tr>
<td>Santa Ana Boulevard between Raitt and Flower Streets</td>
</tr>
</tbody>
</table>

Source: City of Santa Ana, Santa Ana and Garden Grove Fixed Guideway Project Traffic Impact Assessment Report, February 2012.
The loss of parking on Santa Ana Boulevard between Raitt and Flower Streets would affect residential land uses. The City of Santa Ana requires every residential property along this segment of Santa Ana Boulevard to have on-site parking capacity consistent with City zoning and occupancy entitlements. There is adequate although potentially less convenient parking to accommodate residential parking needs along this segment of Santa Ana Boulevard. Therefore, the build alternatives would not result in adverse effects related to residential land uses and the loss of on-street parking spaces.

Response PH3-10 – Unknown Speaker

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove’s overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project’s objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR. The alternatives considered as part of the project are based on the need to establish an east-west transit corridor in the Study Area, and to improve the Study Area’s regional transit connectivity by providing direct connections to existing and planned transit services (Metrolink and OCTA fixed route and BRT services) at SARTC and at the northeast corner of Harbor Boulevard and Westminster Avenue in the City of Garden Grove.

One of the factors in the development of the alternative alignments was ridership and what routes would serve areas with the highest demand. As discussed on page ES-15 of the EA/DEIR, the Streetcar Alternative 1 route was identified as the route having the highest daily ridership after a comprehensive alternatives analysis. It is estimated that the Locally Preferred Alternative would attract between 3,770 and 8,400 riders per day in the 2035 horizon year. At the low end, this represents approximately 22 percent more riders than the TSM Alternative (3,085); at the high end, it represents approximately 172 percent more riders than with the TSM Alternative. Streetcar Alternative 2 would attract between 3,020 and 6,425 riders. At the low end, this would be approximately equivalent to the TSM Alternative; at the high end, it represents approximately 108 percent more riders than with the TSM Alternative. IOS-1 would attract between 2,012 and 4,490 riders, and IOS-2 would attract between 1,540 and 3,280 riders which is approximately 47 percent fewer riders than the full alignment alternatives.

Response PH3-11 – Isabella Lopez

In accordance with CEQA regulations, the Notice of Availability of the EA/DEIR for public review was filed and posted at the Orange County Clerk-Recorder’s Office in compliance with Sections 21080.4 and 21092 of the California Public Resources Code; advertised in the local newspaper; flyers were distributed at every community center in the City of Santa Ana; outreach was also conducted via social media; and a press release was covered by at least three different news organizations. Although not required under CEQA or NEPA regulations, available data from
County Assessor and City property records were used to establish a list of property owners and tenants within 500 feet of the alignment. There were 3,796 postcards delivered to property owners, business owners, tenants, and residents related to EA/DEIR availability for public review. Hard copies of the notifications and document were also made available at different locations (Santa Ana City Hall Public Works Counter, Santa Ana City Hall City Clerk’s Office, Santa Ana Public Library, Salgado Center, Rosita Park, Santa Ana Train Station, Garden Grove City Hall, and OCTA), as well as online on the City of Santa Ana website.

**Response PH3-12 – Unknown Speaker**

Section 2.9 on page 2-29 of the EA/DEIR describes the public outreach for the development of alternatives, scoping, and circulation of the EA/DEIR. Section 3.5 on page 3-61 of the EA/DEIR discusses additional public outreach in relation to targeting populations of EJ concern. The decision was based on a combination of environmental impacts, community input, cost, ridership, and economic development considerations brought to light through the EA/DEIR, Alternative Analysis, and public review process.

**Response PH3-13 – Unknown Speaker**

See Responses 8-5(5) and PH1-7 related to an EJ analysis and an equity analysis.

The extensive public outreach as described in Response PH1-1 will continue as the project moves forward. Future public outreach, would include, but not be limited to, informing the community aware of construction activities, and providing education programs to familiarize local residents and business owners with the new streetcar system.

**Response PH3-14 – Unknown Speaker**

See Response PH1-2(4) related to safety.

**Response PH3-15 – Unknown Speaker**

The streetcar fares have not been determined at this time. A financing plan will be developed by OCTA prior to revenue operation of the Locally Preferred Alternative.

**Response PH3-16 – Unknown Speaker**

Information regarding possible funding sources have been identified but not approved. The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

**Response PH3-17 – Unknown Speaker**

Streetcar stations will include shelters, benches, and trash receptacles. Detailed design information is not available at this stage in the planning process.

**Response PH3-18 – Unknown Speaker**

As stated on page ES-4 of the EA/DEIR, Santa Ana and Garden Grove’s overall vision for the Study Area includes a transit system that integrates seamlessly with the community, provides
connections to regional Metrolink and Amtrak commuter rail services at the SARTC, and is compatible with the established urban character. The SA-GG Fixed Guideway Project is a transit improvement project being considered by the Cities of Santa Ana and Garden Grove in cooperation with OCTA and FTA to improve mobility and provide other community enhancements. The project’s objectives are derived from the need for transportation improvements in the Study Area, which address a variety of community issues. The identification of these needs and corresponding goals and objectives are stated in Table 1-1 on page 1-14 of the EA/DEIR.

In addition, and as stated on page ES-5 of the EA/DEIR, the City of Santa Ana would benefit from increased connectivity to the regional transportation network. The eastern terminus of the alignment is the SARTC, which is the busiest multi-modal transportation hub in Orange County and will connect the streetcar to Metrolink, Amtrak, and bus lines from the surrounding region. The western terminus is the Harbor Boulevard/Westminster Avenue intersection, where connections to local and intra-county buses operated by OCTA are available.

**Response PH3-19 – Unknown Speaker**

See Response PH3-17. The specifications related to boarding procedures have not been identified at this time. The proposed streetcar system will comply with the Americans with Disabilities Act (ADA) requirements to accommodate disabled patrons.

**Response PH3-20 – Unknown Speaker**

Solar power has not been considered as part of the proposed project, although the proposed project does not preclude the future integration of solar power.

**Response PH3-21 – Madaleine Spencer**

The source of funding is not required for consideration in the environmental review process in accordance with CEQA and NEPA regulations. The comment is not directly related to the content or adequacy of the EA/DEIR, and no further response is necessary.

**Response PH3-22 – Unknown Speaker**

Acquisitions requiring displacement would comply with the Uniform Act. Acquisitions related to the build alternatives are shown in Table 3.3-5 on page 3-23 of the EA/DEIR. Streetcar Alternative 1 would result in three full acquisitions and six partial acquisitions; Streetcar Alternative 2 would result in six full and ten partial acquisitions; IOS-1 would result in four full and two partial acquisitions; and IOS-2 would result in five full and six partial acquisitions. The amount and type of private property acquisitions were found to result in less-than-significant impacts.
Chapter 3.0 Corrections and Additions

As required by CEQA Guidelines Section 15088, this chapter provides corrections or clarifications of certain statements in the EA/DEIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by CEQA Guidelines Section 15088.5 and would not result in new significant impacts or an increase in the severity of any impact already identified in the EA/DEIR. New information is not significant unless the EIR is changing in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect. Corrections and additions to the EA/DEIR are provided in underline or strikeout text as needed to indicate an addition or deletion, respectively.

Table of Comments

- The title of Table 3.3.-5 on page V of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

Executive Summary

- The following sentence is added for clarification to the end of the second to last paragraph on page ES-7 of the EA/DEIR:

  The acquisition is shown in Figure 3.3-4 on page 3-22 of the EA/DEIR and would involve a full take (18,719 square feet) of the property at the northeast corner of Main Street and Civic Center Drive (Burger King) and a partial take (730 square feet) of the property at the northeast corner of Broadway and Civic Center Drive (St. Joseph’s workshop).

Chapter 2.0 Project Description

- Figure 2-5 on page 2-12 of the EA/DEIR is hereby revised to show Flower Street as the cross street to Civic Center Drive West:
### Section 3.3 Land Acquisition and Displacement

- The title of Table 3.3-5 on page 3-23 of the EA/DEIR is hereby revised as Acquisitions Related to Build Alternatives.

### Section 3.4 Section 4(f) Resources

- Table 3.4-1 (Resource #15) on page 3-3 of the EA/DEIR, is hereby revised to show the corrected address for the Dr. Howe-Waffle House as 120 Civic Center Drive West:

<table>
<thead>
<tr>
<th>TABLE 3.4-1: SECTION 4(F) RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resource Name</td>
</tr>
<tr>
<td>---------------</td>
</tr>
<tr>
<td>1. Quonset Huts (Cultural Report Map Reference 2) /a/</td>
</tr>
<tr>
<td>2. Willowick Golf Course /b/</td>
</tr>
<tr>
<td>3. Old Pacific Electric Santa Ana River Bridge (Cultural Report Map Reference 3) /a/</td>
</tr>
<tr>
<td>4. Santa Ana River Trail and Bikeway/b/</td>
</tr>
<tr>
<td>5. Spurgeon Joint Use Recreational Area</td>
</tr>
<tr>
<td>6. Friendship Park</td>
</tr>
<tr>
<td>7. El Salvador Park</td>
</tr>
<tr>
<td>8. Angels Community Park</td>
</tr>
<tr>
<td>9. Sasscer Park /b/</td>
</tr>
<tr>
<td>10. Birch Park</td>
</tr>
<tr>
<td>11. Neal Machander Tennis Center</td>
</tr>
<tr>
<td>12. Orange County’s Original Courthouse /a/</td>
</tr>
<tr>
<td>13. Young Men’s Christian Association (YMCA) – Santa Ana-Tustin Chapter /a/</td>
</tr>
<tr>
<td>14. First Presbyterian Church (Cultural Report Map Reference 34) /a/</td>
</tr>
<tr>
<td>16. First United Methodist Church (Cultural Report Map Reference 64) /a/</td>
</tr>
<tr>
<td>17. French Park</td>
</tr>
<tr>
<td>18. Folk Victorian-Style Duplex Cottage (Cultural Report Map Reference 58) /a/</td>
</tr>
<tr>
<td>19. Chepa’s Park</td>
</tr>
</tbody>
</table>

/a/ Coordination with “Official with Jurisdiction” occurs with the State Historic Preservation Officer (SHPO) as part of the National Historic Preservation Act Section 106 Process

/b/ Coordination with “Official with Jurisdiction” occurs directly with the owner/manager of the resource

Source: URS Corporation, Map and Field Review, July 2011.
Section 3.5 Community Effects and Environmental Justice

- The fourth sentence in the fifth paragraph on page 3-42 of the EA/DEIR is hereby moved as the third sentence in the first paragraph on page 3-44 and revised as follows:

On page 3-42:
French Park. The French Park neighborhood, also known as the French Park Historic District, is a 20-square-block historical neighborhood, bounded by Washington Avenue on the north, Civic Center Drive on the south, Poinsettia Street on the east, and Bush Street on the west. It includes a mix of residential, commercial and industrial land uses. The neighborhood includes homes built between the late 1890s and 1920s, ranging in various architectural styles, including Craftsman, Colonial Revival, Victorian and Neo-Classical, Craftsman Bungalow, Spanish Colonial, and Spanish Eclectic Revival. The historic Dr. Howe-Waffle House is located in French Park. Historic French Park was officially listed on the National Register of Historic Places in 1999. The only community asset within Historic French Park that falls within the Study Area is French Park, at 901 French Street.

On page 3-44:
Downtown Santa Ana. The Downtown Santa Ana neighborhood is bounded by Civic Center Drive on the north, First Street on the south, Main Street on the east, and Flower Street on the west. It includes commercial land uses, with some residential, institutional and parkland uses. The historic Dr. Howe-Waffle House is located in Downtown Santa Ana. Community assets within Downtown Santa Ana that fall within the Study Area include the following:

Section 3.7 Cultural Resources

- Table 3.7-1 on page 3-95 of the EA/DEIR is hereby revised to correct the address for Dr. Howe-Waffle House (Map Ref. No. 33) to 120 Civic Center Drive West.
### TABLE 3.7-1: CULTURAL RESOURCES WITHIN THE APE

<table>
<thead>
<tr>
<th>Map Ref. No.</th>
<th>Address</th>
<th>Resource Name / Historic Relevance</th>
<th>SHPO Status Code</th>
<th>NRHP-Eligible/Criteria</th>
<th>Other Identifier</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>222 W. 4th St.</td>
<td>Cenesis Bridal Shop (Moore Building) – Mission Revival</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 182</td>
</tr>
<tr>
<td>22</td>
<td>220 W. 4th St.</td>
<td>Hispano-American Jewelers (Ed Waites Saloon &amp; Billiard Hall) - one-part commercial block building</td>
<td>6Z</td>
<td>No</td>
<td>NC-NR 84000438</td>
</tr>
<tr>
<td>23</td>
<td>214, 216, and 218 W. 4th St.</td>
<td>Bridal Shop (Riverine Block) - two-part commercial block building</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 152</td>
</tr>
<tr>
<td>24</td>
<td>202, 204, 206, 208 210, and 212 W. 4th St.</td>
<td>W.H. Spurgeon Building - 20th Century two-part commercial block building</td>
<td>1D, 1S, 1CS, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 20; NRIS 79000516; CPHI 487</td>
</tr>
<tr>
<td>25</td>
<td>301-309 W. 4th St.</td>
<td>Starbucks (Phillips Block) - two-part commercial block building</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 11</td>
</tr>
<tr>
<td>26</td>
<td>221 and 223 W. 4th St.</td>
<td>Teresa’s Jewelers (Been Block/Fashion Saloon) - two-part commercial block building</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, NC-NR 84000438, SARHP 153</td>
</tr>
<tr>
<td>27</td>
<td>219 W. 4th St.</td>
<td>Cassandra’s Bridal (Crabtree Saloon) – Vernacular commercial building</td>
<td>5S1</td>
<td>No</td>
<td>NC-NR84000438, SARHP 144</td>
</tr>
<tr>
<td>28</td>
<td>213, 215, and 217 W. 4th St.</td>
<td>Elia’s Bridal, Epocca, and Joshua’s Designs - 20th Century one-part commercial block building</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 160</td>
</tr>
<tr>
<td>29</td>
<td>209 and 211 W. 4th St.</td>
<td>Fiesta Juice (Semi-Tropic #2) – Victorian commercial building</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 198</td>
</tr>
<tr>
<td>30</td>
<td>407, 409, and 411 N. Broadway</td>
<td>Las Brisas Restaurant (Beem Building, J.J. Wilson’s Shoeshine Parlor) – Spanish Colonial Revival</td>
<td>1D, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, SARHP 175</td>
</tr>
<tr>
<td>31</td>
<td>203 and 205 W. Civic Center Drive West</td>
<td>YMCA – Community Center/Social Hall</td>
<td>1S, 5S1</td>
<td>Yes, A</td>
<td>NRIS 93000237, SARHP 6</td>
</tr>
<tr>
<td>32</td>
<td>211 W. Santa Ana Blvd.</td>
<td>Old Orange County Courthouse – Richardsonian Romanesque</td>
<td>1D, 1S, 1CL, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, NRIS 77000321, CHL 837, SARHP 1</td>
</tr>
<tr>
<td>33</td>
<td>120 E. Civic Center Drive West</td>
<td>Dr. Howe-Waffle House – Queen Anne</td>
<td>1D, 1S, 1CS, 5S1</td>
<td>Yes, A</td>
<td>C-NR 84000438, NRIS 77000320, CPHI P341, SARHP 2</td>
</tr>
<tr>
<td>34</td>
<td>600 N. Main St.</td>
<td>First Presbyterian Church – Gothic Revival</td>
<td>3S</td>
<td>Yes, C</td>
<td>N/A</td>
</tr>
<tr>
<td>35</td>
<td>618-624 Main St.</td>
<td>World Travel (Dr. Wehrly Medical) - 20th Century two-part commercial block building</td>
<td>1D</td>
<td>Yes, A</td>
<td>C-NR 84000438</td>
</tr>
<tr>
<td>36</td>
<td>120 W. 4th St.</td>
<td>Don Roberto Jewelers - 20th Century two-part commercial block building</td>
<td>6Z</td>
<td>No</td>
<td>NC-NR 84000438</td>
</tr>
</tbody>
</table>
Section 3.16 Construction

- The second sentence in the second to last paragraph on page 3-202 of the EA/DEIR is revised as follows:

  Access to businesses would be maintained during operating hours and signage would be posted to alert customers that businesses are open during construction and wayfinding to businesses whose access is disrupted. In addition, signs would be posted alerting nearby businesses of temporary closures and/or detours.

- The last two sentences in the first paragraph on page 3-202 are revised as follows:

  These construction effects, including, but not limited to noise, air quality, visual, traffic, and temporary easements would be short-term, of temporary duration and not adverse. Therefore, Streetcar Alternatives 1 and 2 construction activities would not result in disproportionate adverse effects related to community cohesion and character environmental justice.
Chapter 4.0  Mitigation Monitoring and Reporting Program

PRC Section 21081.6 and Section 15097 of the CEQA Guidelines require adoption of a Mitigation Monitoring and Reporting Program (MMRP) for all projects for which an EIR has been prepared. This requirement was originally mandated by Assembly Bill (AB) 3180, which was enacted on January 1, 1989, to ensure the implementation of all mitigation measures adopted through the CEQA process. Specifically, PRC Section 21081.6 states that “…the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program]...shall be designed to ensure compliance during project implementation.”

AB 3180 provided general guidelines for implementing monitoring and reporting programs, which are enumerated in more detail in Section 15097 of the CEQA Guidelines. However, specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the proposed project by the decision-maker. In response to established CEQA requirements, the proposed MMRP shall be submitted to the City of Santa Ana (lead agency) for consideration prior to completion of the environmental review process to enable the decision-makers appropriate response to the proposed project. Although the lead agency may delegate reporting or monitoring responsibilities to other agencies or entities, it “…remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

The MMRP describes the procedures for the implementation of the mitigation measures to be adopted for the proposed project as identified in the EA/DEIR and REA/FEIR. The MMRP will be in place through all phases of the proposed project, including design (pre-construction), construction, and operation (post-construction both prior to and post-occupancy). The City of Santa Ana shall be responsible for administering the MMRP activities or delegating them to staff, other City departments (e.g., Department of Building and Safety and Department of Public Works), consultants, or contractors. The City of Santa Ana will also ensure that monitoring is documented through reports (as required) and that deficiencies are promptly corrected. The designated environmental monitor (e.g., City building inspector, project contractor, or certified professionals depending on the provision specified below) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems.

Each mitigation measure is categorized by environmental topic and corresponding number, with identification of:

- The enforcement agency
- The monitoring agency
- The monitoring phase (i.e., the phase during which the measure should be monitored);
- The monitoring frequency
- The action indicating compliance with the mitigation measure
All agencies and departments are in the City of Santa Ana, unless otherwise noted.

**Land Use and Zoning**
No mitigation measures related to land use and zoning are required.

**Land Acquisition and Displacement**
No mitigation measures related to land acquisition and displacement are required.

**Visual Quality**
No mitigation measures related to visual quality are required.

**Cultural Resources**

CR1 A qualified principal investigator who meets the Secretary of the Interior’s professional qualification standards for an archeologist shall be responsible for managing Native American archaeological resources and human remains. The qualified principal investigator shall appoint an archaeological monitor to be present for ground-disturbing activities that could encounter undisturbed soils. If the qualified principal investigator determines that Native American archaeological resources and human remains are likely present, then both an archeological monitor and a Native American monitor identified by the principal investigator shall be present. The Native American monitor shall be a Native American identified by the applicable tribe and/or the Native American Heritage Commission. The timing and duration of the monitoring shall be determined by the principal investigator based on the sensitivity of exposed sediments.

Prior to initiation of earth-disturbing activities that could encounter undisturbed soils; the archaeological monitor shall conduct a brief awareness training session for all construction workers and supervisory personnel. The training shall explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall learn the proper procedures to follow in the event that cultural resources or human remains/burials are uncovered. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and the archaeological monitor. It is recommended that this worker education session include visual images of artifacts that might be found in the project vicinity, and that the session take place on-site immediately prior to the start of ground-disturbing activities.

If archaeological resources or human remains are encountered during construction, all work shall cease in the area of potential affect until the find can be addressed. The Orange County Coroner’s Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary. A fifty-foot buffer, or more if deemed appropriate by the principal investigator, shall be established and work outside the buffer may resume.
Areas that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City of Santa Ana through the appropriate construction plans, as-built drawings, or geotechnical studies prior to any earth-disturbing activities. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior’s Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 form and filed with the SCCIC.

Enforcement Agency: City of Santa Ana
Implementation/Monitoring Agency: Principal Investigator and Archaeological or Native American Monitor/SHPO
Monitoring Phase: Construction
Monitoring Frequency: Ground breaking activities involving undisturbed soil
Compliance Action: Field Inspection/Monitoring and Maintenance of Log to Demonstrate Compliance

**Geology, Soils, and Seismicity**

No mitigation measures related to geology, soils, and seismicity are required.

**Hazardous Materials**

HAZ1 A Phase I Environmental Site Assessment shall be prepared for the following site should O&M Facility Site A be adopted as part of the proposed project:

- Madison Materials located at 1035 East 4th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site B be adopted as part of the proposed project:

- All Car Auto Parts located at 2002 West 5th Street
- SA Recycling located at 2006 West 5th Street
- American Auto Wrecking located at 1908 West 5th Street

A Phase I Environmental Site Assessment shall be prepared for the following sites should O&M Facility Site A be adopted as part of the proposed project:

The assessment shall be prepared by a Registered Environmental Assessor. The assessment shall be prepared in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. If hazardous materials are identified in the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment would be completed to identify the extent of contamination and the procedures for remediation. The Phase II Environmental Site Assessment shall be approved by the California Department of Toxic Substances Control.
Traffic and Parking

No mitigation measures related to traffic and parking are required.

Noise and Vibration

N1 The City of Santa Ana shall request a horn-sounding exemption from the California Public Utilities Commission for the crossing at 5th and Fairview Streets. The exemption shall provide justification and demonstrate that safety would not be compromised. In lieu of the warning horn, supplemental safety measures (e.g., four-quad gates, roadway median barriers on grade crossing approaches, and pedestrian gates) would be implemented. If a horn sounding exemption is approved and established, warning horns would not be sounded except under an emergency situation.

N2 When practical, the contractor shall design special trackwork elements, such as turnouts, switches, and cross-over to be located at least 600 feet away from sensitive receptors. If this cannot be achieved, then special switch devices, such as spring frogs or movable point frogs shall be utilized. A frog device is used where two rails cross. The frog is designed to ensure the wheel crosses the gap in the rail without “dropping” into the gap.

N3 The contractor shall construct a noise barrier at the land uses identified as Noise Sensitive Areas 9 and 10. For receptors in Noise Sensitive Area 9, the noise barrier shall be at least 10 feet high and extend for 400 feet along the northern property edge of the proposed operations and maintenance facility. For receptors in Noise Sensitive Area 10, the noise barrier shall be at least 8 feet high and extend for 225 feet along the southern boundary of the PE ROW adjacent to 4th Street. The design of the noise barriers shall be identified on project plans prior to issuance of building permits.
Air Quality
No mitigation measures related to air quality are required.

Hydrology
No mitigation measures related to hydrology are required.

Safety and Security

**SAF1** Under Streetcar Alternatives 1 and 2 and the IOS Alternatives, the City of Santa Ana shall coordinate with the Santa Ana Unified School District and Santa Ana Police Department regarding safety at schools adjacent to the alignment. The collaborative effort between the City and interested parties shall develop and teach rail safety measures to students and parents. Other precautionary safety features shall include signs, gated crossing, and crossing and traffic signals to create a safe environment for parents and students during pick-up/drop-off times.

**SAF2** The contractor shall install surveillance cameras along the pedestrian walking paths within the PE ROW and at pedestrian gates to adjacent neighborhoods. Police security personnel shall be responsible for surveillance camera monitoring.

**SAF3** The contractor shall install emergency call boxes along the pedestrian walking paths within the PE ROW.

<table>
<thead>
<tr>
<th>Enforcement Agency</th>
<th>City of Santa Ana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation/Monitoring Agency</td>
<td>Contractor/City of Santa Ana</td>
</tr>
<tr>
<td>Monitoring Phase</td>
<td>Design and Pre-operation</td>
</tr>
<tr>
<td>Monitoring Frequency</td>
<td>Prior to operation</td>
</tr>
<tr>
<td>Compliance Action</td>
<td>Field Verification</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Enforcement Agency</th>
<th>City of Santa Ana</th>
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<tbody>
<tr>
<td>Implementation/Monitoring Agency</td>
<td>Contractor/City of Santa Ana</td>
</tr>
<tr>
<td>Monitoring Phase</td>
<td>Design and Pre-operation</td>
</tr>
<tr>
<td>Monitoring Frequency</td>
<td>Prior to operation</td>
</tr>
<tr>
<td>Compliance Action</td>
<td>Field Verification</td>
</tr>
</tbody>
</table>
SAF4 The contractor shall design the lighting plan for the pedestrian walking paths within the PE ROW to eliminate shadows or dimly lit areas to the greatest extent feasible.

<table>
<thead>
<tr>
<th>Enforcement Agency:</th>
<th>City of Santa Ana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation/Monitoring Agency:</td>
<td>Contractor/City of Santa Ana</td>
</tr>
<tr>
<td>Monitoring Phase:</td>
<td>Design</td>
</tr>
<tr>
<td>Monitoring Frequency:</td>
<td>Once prior to design approval</td>
</tr>
<tr>
<td>Compliance Action:</td>
<td>Design Review and Field Verification</td>
</tr>
</tbody>
</table>

SAF5 Within the PE ROW, the contractor shall fence the track area, and appropriate signage and audible and visual warning devices shall be installed at gate openings.

<table>
<thead>
<tr>
<th>Enforcement Agency:</th>
<th>City of Santa Ana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation/Monitoring Agency:</td>
<td>Contractor/City of Santa Ana</td>
</tr>
<tr>
<td>Monitoring Phase:</td>
<td>Design and Pre-operation</td>
</tr>
<tr>
<td>Monitoring Frequency:</td>
<td>Prior to Operation</td>
</tr>
<tr>
<td>Compliance Action:</td>
<td>Field Verification</td>
</tr>
</tbody>
</table>

SAF6 If Mitigation Measures SAF2 through SAF4 are considered infeasible, then the Willowick Station shall not be made operational by the contractor until an appropriate public access point from the PE ROW is created as part of the Willowick Golf Course redevelopment.

<table>
<thead>
<tr>
<th>Enforcement Agency:</th>
<th>City of Santa Ana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation/Monitoring Agency:</td>
<td>Contractor/City of Santa Ana and Santa Ana Police Department</td>
</tr>
<tr>
<td>Monitoring Phase:</td>
<td>Pre-operation</td>
</tr>
<tr>
<td>Monitoring Frequency:</td>
<td>Prior to Operation</td>
</tr>
<tr>
<td>Compliance Action:</td>
<td>Field Verification</td>
</tr>
</tbody>
</table>

**Construction (Air Quality)**

AQ1 During the construction phase, the contractor shall use Tier 4 or higher off-road construction equipment with higher air pollutant emissions standards.

<table>
<thead>
<tr>
<th>Enforcement Agency:</th>
<th>City of Santa Ana</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementation/Monitoring Agency:</td>
<td>Contractor/SCAQMD</td>
</tr>
<tr>
<td>Monitoring Phase:</td>
<td>Construction</td>
</tr>
<tr>
<td>Monitoring Frequency:</td>
<td>Monthly</td>
</tr>
<tr>
<td>Compliance Action:</td>
<td>Field Verification and Maintenance of Log to Demonstrate Compliance</td>
</tr>
</tbody>
</table>

**Cumulative**

No mitigation measures related to cumulative impacts are required.