

DRAFT

February 22, 2021

Mr. Brian Balderrama
Senior Director of Regional Rail, LA Metro
One Gateway Plaza, MS 99-17-2
Los Angeles, CA 90012

Re: Public Comment received by our Neighborhood Council Members At Large, at various online or phone chats, regarding the Metrolink Central Maintenance Yard's Noise and Vibration Study (Report).

Dear Mr. Balderrama,

Thank you for taking the time to answer questions regarding the Noise and Vibration Study at our Elysian Valley Riverside NC meeting on 2/10/21. Several of our members have reviewed the Draft report made available for review online at www.MetroCMFStudy.com. It was discussed at the Special Environment and Land Use and Outreach Committee Meeting of February 24, 2021. We intend to discuss this letter and seek additional feedback at our upcoming EVRNC board meeting.

Final comments are due by March 12, 2021. We hope you will incorporate our comments into your final report and send us a copy for our files.

As stated in the Report, Elysian Valley along with Cypress Park are the two main communities that are greatly impacted on a daily basis by the noise and vibrations that are originating from the Metrolink Central Maintenance Facility on San Fernando Rd.

Public Comment Received on the Sound study should be added to your final Report:

Our communities did not have an adequate opportunity to understand how noise pollution levels are set, and enforced. Anything above 75 dBA noise limit can impact our health and well-being. The California Department of Health Services (DHS) standards describe clearly unacceptable any noise above 75 dBA in Residential, Multi-Family communities.

Back when the Southern Ca Regional Rail Authority began the CMF operations in 1991 and then when the use of the facility was codified in a 1992 Memorandum of Understanding (MOU) with the City of Los Angeles and the County Transportation Commission (Metro), no Environmental Impact Reports were ever created or required.

Concern of repeated exposure to the public health of neighboring residents, visitors and fauna may suffer at various impacts of noise pollution. There are no recommendations in the report to address the incidence of sound levels reached or exceeded set forth by the Federal Transportation Agency limits.

The raw Data for this Study is a first step to understanding that we must commit to do better for our communities and for the future partnership of our co-existence. Significant public health benefits can be achieved by integrating innovations to reduce the environmental noise levels and the frequency of the exposures.

The accuracy of the report is in question as many factors that affect the noise level are not noted correctly. Therefore, we request the following items be addressed in your sound study:

- a. The Summer Heat vs. The Fall's cooler temperatures are very significant variances.
- b. Another major factor is that this study was conducted while all residents were advised to follow COVID-19 safeguards and "Safer at Home" measures as a result up to 90% ridership decline was observed at its lowest point.
- c. We fully expect resumption of pre-covid levels of service and request that you readministered post covid19 when rail service has resumed to normal and 50% days tested can be in the summer.
- d. There are additional housing developments of medium density on our side of the LA River as well, that have been built since 2012 and are not listed in your study's section on new high-density residential housing within 1000 feet of CMF.
- e. Please respond to the issue of CEQA exemptions moving forward and how your agency will respond to spikes in noise pollutions above 75 decibels, please analyze and quantify current and projected noise levels.
- f. Add some recommendations to the modernization of the physical plant, to the operations and monitoring of the equipment, and other landscape or physical mitigation needed.
- g. Please send final copy of this report to our mutual NC's well as to the City Planning Department. As we promote more outdoor activities along the path of the L.A. River, it is wise to promote a noise element to be included in the general plan.
- h. Please review the attached draft Frequently asked questions, and edit them for use.

Thank you,

Alejandro Palomino, President
Elysian Valley Riverside NC

cc:

LA City Councilmember, Mitch O Farrell
LA Mayor, Eric Garcetti
LA County Supervisor Hilda Solis Stephanie
Cunningham, CEO Metrolink
Sylvia Novia, PIO, Metrolink

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Frequently Asked Questions (FAQ's):

1. What is the purpose of the CMF on San Fernando Road?

Metrolink's Central Maintenance Facility (CMF) is one of two service, inspection, and repair facilities in the Metrolink System. The other facility is the Eastern Maintenance Facility (EMF) in Colton and is the only other service station that includes servicing and fueling, except for heavy-duty repairs, they are only done at the CMF in our community. In addition, Metrolink stores trains overnight at Lancaster, East Ventura, Moorpark, Riverside, Perris Valley and Stuart Mesa for early morning service, but none of these locations can fuel locomotives. The CMF facility in proximity to Downtown Los Angeles is the heart of Metrolink as it stands.

2. What were the results of the study- Does noise affect my health?

The noise levels reported for Elysian Valley in the study ranged from 52 dBA to 72 dBA during the cool days of Oct. 27, to Nov. 6, 2020. In comparison, noise levels for Cypress Park ranged from 45 - 89 dBA for the same 10 days measured. The U.S. EPA recommends an average of 24-hr exposure limit of 55 dBA to protect the public from all adverse effects on health and welfare in residential areas (U.S.EPA 1974). The U.S. EPA recommends a second exposure limit of 70 dBA to prevent hearing loss (U.S. EPA 1974). The 70 dBA limit considers daytime and nighttime exposures to be equally hazardous to hearing. The U.S. EPA recommendations adopted in 1974 are mirrored by the World Health Organization (WHO) (Berglund et al. 1999).

3. What are the next steps we should be asking Metrolink to take?

Based on the information from the Noise and Vibration study, it has prompted some community stakeholders to advocate for more action to reduce and limit the noise pollution coming from the Metrolink CMF. The Elysian Valley Riverside Neighborhood Council will be sending a letter asking for ongoing monitoring by LA Metro and Metrolink Central Maintenance Facility; for another sound test and for copies of City Planning and Metrolink's noise enforcement protocols. Residents are encouraged to join the Working Group for the Central Maintenance Facility by contacting them directly. They meet quarterly to discuss ways operations and maintenance of the facility can be more compatible with residents.