

Appendix A. Simi Valley Double Track and Platform Project Notice of Preparation and Scoping Summary Report

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**PUBLIC NOTICE OF PREPARATION
AND
PUBLIC SCOPING MEETING**

PLEASE TAKE NOTICE:

As the lead agency, the Southern California Regional Rail Authority (SCRRA) intends to prepare an Environmental Impact Report and hold a public scoping meeting for the following project:

Project Number and Title: Simi Valley Double Track Project

Project Applicant: Southern California Regional Rail Authority

Scoping Meeting: A virtual public scoping meeting will be held for this project on Thursday, November 18, 2020, at 5:30 to 6:30 pm. Refer to Metrolink's project website for more information on accessing the meeting at metrolinktrains.com/score/simivalley. A presentation of materials will be made at the scoping meeting that will include a description of the project and the purpose of the scoping meeting.

Project Address/Location: The Simi Valley Double Track Project (Project) is located on a 2.2-mile segment of the SCRRA's (SCRRA or Metrolink) existing Ventura Subdivision, which supports Metrolink's Ventura County Line (VCL). The Project alignment is located within SCRRA's existing railroad right-of-way (ROW) and begins at its western terminus at Sequoia Avenue and ends south of Stearns Street at the Arroyo Simi Railroad Bridge, within the City of Simi Valley, California (Figure 1). The Project is located between Mile Post (MP) 436.20 and MP 438.40 (Figure 2) and intersects Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive through central portions of Simi Valley, north of the Arroyo Simi Greenway.

Project Description: The proposed Project involves construction of a new, second platform (south of the existing platform) and pedestrian undercrossing at the existing Simi Valley Station, the construction of a second siding track along a 2.20-mile stretch of Metrolink's existing VCL from MP 436.20 to MP 438.40, and the establishment of two new control points (CP) at MP 436.30 (CP Sequoia) and MP 438.40 (CP Arroyo). Additionally, the Project improvements would include supplemental safety measures and signal improvements at existing at-grade crossings at Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive, which would support the placement of a second track and future applications to the California Public Utilities Commission and Federal Railroad Administration, including for quiet zone status for one or more at-grade crossings along the alignment.

Under the proposed Project, multiple improvements to the existing Simi Valley Station, including construction of a second platform and a supporting pedestrian underpass (or crossing) to enhance passenger safety, would be accomplished. The internal dimensions of the proposed underpass would be 14.0 feet wide by 10.5 feet high, prior to the installation of the floor and aesthetic treatments. The existing platform would also be reconfigured to remove the curvature within the platform to the south side of the main line tracks. In conjunction with these station improvements, SCRRA would implement crime prevention through environmental design principles, which would include natural surveillance, natural access control, territorial reinforcement, and routine maintenance.

Multiple above and underground utilities and drainage facilities within the railroad corridor would be relocated, extended, and/or protected in place as part of the Project. Potholing would be implemented in conjunction with final design to verify the locations of all existing utilities within the Project study area and to determine which utilities would be protected in place and which utilities would require relocation or abandonment.

Project construction is expected to begin in 2023 and would last for approximately 19 months. The work would be accomplished over three phases: beginning with construction of the pedestrian underpass and new platform at the station and ending with reconstruction of 250 feet of the existing station platform. Most proposed improvements (including the proposed pedestrian undercrossing at the Simi Valley Station) would be constructed within the railroad ROW, south of the existing track centerline. Roadway and sidewalk improvements may extend beyond the railroad ROW and into adjacent property or roadway ROW.

Once constructed, the proposed Project would improve safety at the Simi Valley Station and provide increased operational capacity on Metrolink's VCL. With the Project's implementation along other near term

projects along the VCL corridor, Metrolink service capacity would increase during peak commute hours, including 30-minute b-directional service, thereby providing up to 48 revenue trains per day throughout the VCL.

Reviewing Agencies and Potential Approvals Required: The following agencies may have jurisdiction/interests concerning the proposed Project:

Regional, State and Federal:

- Federal Railroad Administration
- Federal Communications Commission
- Federal Transit Administration, Region 9
- California Public Utilities Commission
- California State Transportation Agency
- California Department of Transportation
- Regional Water Quality Control Board

Local:

- City of Simi Valley
- County of Ventura
- Ventura County Transportation Commission
- Ventura County

Potential Environmental Effects (to be considered): Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise and Vibration, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Wildfire, and Mandatory Findings of Significance.

An Initial Study was not prepared for this Project.

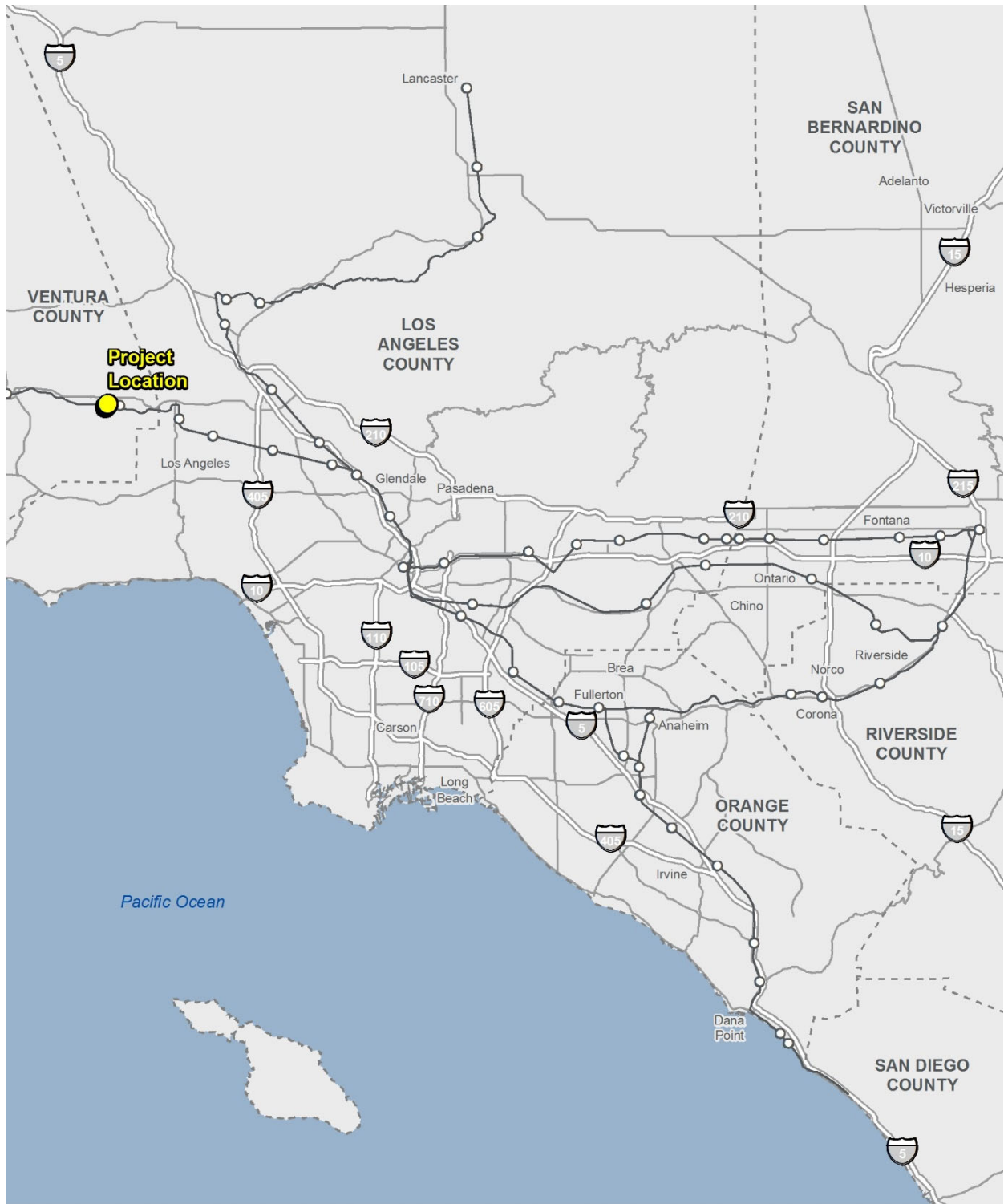
Pursuant to the California Environmental Quality Act (CEQA) Section 21080.4(a) and Section 15082 of the CEQA Guidelines, responsible and trustee agencies and members of the public are asked to provide written comments regarding the scope and content of the Environmental Impact Report. Therefore, we need to know your views, or the views of your organization, regarding the effect this Project might have on the environment and your suggestions for ways the Project could be revised to reduce or avoid any significant environmental impacts. Your comments will help us decide what issues to analyze in the environmental review of this Project.







Due to the time limits mandated by state law, your response must be sent as soon as possible but not later than 30 days after the date of publication of this notice. Your comments may be submitted in writing to Chris Haskell, 900 Wilshire Boulevard, Suite 1500, Los Angeles, CA 90017, or via e-mail to HaskellC@scrra.net no later than December 2, 2020, 30 days from publish date. Please include in your response the name, email address, phone number, and mailing address of the contact person and reference the "Simi Valley Double Track and Platform Project."

Public Comment Period: November 6, 2020 to December 18, 2020

Publish Date: November 6, 2020

Figure 1. Regional Location



-  Project Location
-  County Boundary
-  Metrolink Station
-  Interstate
-  Metrolink Line
-  Highway

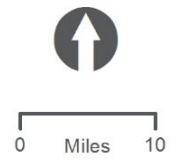
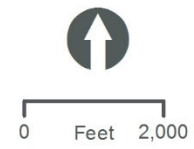


Figure 2. Project Location



- Project Footprint
- City Boundary
- Study Area
- Mile Post
- Existing Rail
- Metrolink Station





SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Meeting Location: Zoom Meeting and Conference Call us02web.zoom.us/j/85093984326 (877) 853-5257, (888) 475-4499 ; Passcode: 850 9398 4326		Date: 11/18/2020 5:30pm-6:30pm
Subject: Metrolink SCORE Simi Valley Double Track and Platform Project Scoping Meeting		
Purpose: The purpose of the Simi Valley Double Track and Platform Project Scoping Meeting was to inform stakeholders on project updates, the Virtual Meeting Room, and the public comment period. Participants were able to learn about the project in more detail while also participating in an open discussion to provide feedback.		
Participants: (See list attached)		
Distribution: All Participants		
Summary Prepared by: Elizabeth Mazariegos		Company Name: MBI

Summary of Meeting	
ITEM	SUMMARY
1	<p><u>Project Overview</u> As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track Project at the Simi Valley Station on Metrolink’s Ventura County Line (VCL). As part of Metrolink’s environmental review process, this public scoping meeting was held to garner comments on the scope of the Environmental Impact Report (EIR) being prepared for the project.</p>
2	<p><u>Notification</u> The Simi Valley Double Track Project Scoping Meeting outreach focused on businesses and residents within a 1,000-foot radius of the project. A bilingual postcard was distributed to 2,998 key stakeholders in the respective audiences as an invitation to the Scoping Meeting. In addition, as is required for EIR projects, ads were placed in the following newspapers: Simi Valley Acorn (print and digital), Ventura County Star (print), and a Spanish-language ad in Vida (print). A follow-up e-blast was distributed 24 hours prior to the Scoping Meeting to maximize attendance. Additionally, another e-blast was distributed a day before the Virtual Meeting Room was closed as a reminder that the VMR will be open through December 18, 2020. The Notice of Preparation (NOP) was filed with the State Clearinghouse on November 6, 2020 and also included information for the Scoping Meeting. Both the NOP and Scoping Meeting details were posted to the Metrolink SCORE website. Reference Appendix A for the postcard, newspaper publications, e-blast invite, e-blast reminder for the VMR and the list of stakeholders.</p>
3	<p><u>Metrolink Participants</u> Jeff Dunn – Metrolink, Director of Government Relations Sylvia Novoa – Metrolink, Government Affairs/ Community Relations Manager Alex Davis – Metrolink, Senior Manager of Government Relations Nijeria Whitfield – Metrolink, Special Services Elizabeth Lun – Metrolink, Acting Assistant Director, SCORE Program Chris Haskell – Metrolink, Deputy Program Manager Colm McKenna – Metrolink, Senior Railroad Civil Engineer Nina Delu – HDR, Environmental Consultant Clint Meyer – HDR, Environmental Consultant Esther Hermida – Spanish</p>



SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Summary of Meeting	
4	<p><u>Scoping Meeting Format and Facilitation</u> The Scoping Meeting was conducted on Wednesday, November 18, 2020 with Spanish interpretation provided.</p> <p>The Scoping Meeting was facilitated by Jeff Dunn and included: an explanation for the meeting; introduction of the Virtual Meeting Room (VMR); an overview of the Metrolink System and Ventura County Line. Elizabeth Lun provided an overview of the Simi Valley Double Track Project components, benefits, map, and timeline as well as an overview of the environmental process and next steps and provided contact information. The Scoping Meeting concluded with a Question and Answer portion. The Q&A included discussion about Quiet Zones, liability, additional double track locations in the area, track additions and traffic.</p> <p>Community members were provided with the contact information for Chris Haskell and Sylvia Novoa and encouraged to reach out with questions or comments following the Scoping Meeting.</p> <p>A Virtual Meeting Room was developed as another outlet allowing stakeholders to view project boards, materials and view the meeting presentation. The VMR provided stakeholders the opportunity to submit formal written comments at the convenience of their own schedule as well as sign-up for project updates.</p>
5	<p><u>Attendance Results and Virtual Meeting Room Statistics</u> The Scoping Meeting was attended by 13 participants. The participants included the following stakeholders:</p> <ul style="list-style-type: none"> • Elaine Lister, Councilmember, Simi Valley City Council • Claire Grasty, Program Manager, Ventura County Transportation Commission • Kathi Van Etten, President/CEO, Simi Valley Chamber of Commerce • Eric Chen, Associate Planner – Housing, City of Simi Valley • Karen Smith, Recording Secretary, City of Simi Valley. <p>The Virtual Meeting Room was opened for 30 days to accept comments and sign-in registrations. Throughout this period, there were a total of 45 users with a total of 1,293 events. Events are represented through page views, users scrolling or clicking, first time visits, and any user engagement. There were peak users at the opening of the VMR and towards the closing of the VMR when an e-blast was distributed to the stakeholder database. Reference Appendix C.3 for the complete analytics.</p>
6	<p><u>Conclusion</u> Concluding the presentation, six questions were received from three participants including:</p> <ul style="list-style-type: none"> • Elaine Lister, Councilmember, Simi Valley Council: How many more passenger stops in Simi Valley does this provide? And what is meant by a quiet zone? Does this simply mean no horn honking or is there something else that makes things more quiet? <ul style="list-style-type: none"> ○ Elizabeth Lun Response: It would be every 30 min in the peak hour then looking at every hour throughout the day in non-peak hours – in terms of passenger stops in Simi Valley, we can get back to you on specific numbers. The regulation for quiet zone is that as long as there is crossing, trains have to honk their horns. But with measures that we placed at the crossing, there are warning signs, protective measures with gates for pedestrians and vehicles, the city can then then apply to



SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Summary of Meeting

make these crossings a quiet zone. Simi Valley would have 8 consecutive crossings that would be quiet zones.

- **Sylvia Novoa Response:** We are not adding any more stops to Simi Valley, we will continue to have the stops at the Simi Valley Station.
- **Dick, Individual Stakeholder:** How does adding 2.2mi of track provide 30M spacing of trains...will you be adding additional trains?
 - **Elizabeth Lun Response:** By adding 2.2 miles of a second track, it enables trains to run in opposite directions where we can have trains cross essentially. Whereas when we have a single track it does not allow trains to pass, a train would have to wait at another point before it can come through, adding the second track allows that and the length of track was determined by modeling scenarios. There is a small number of trains that will be added but it is also a tweaking of schedules, right now we might be running trains on 40-minute intervals or 45 minutes or 27 based on what we can accommodate in our current system. By adding the double track at this specific location it allows us to have more of a clock face schedule where a rider will rely upon a train showing up at the 30 minute hour versus a random time.
- **Chris Bess, Individual Stakeholder:** Sorry if I missed it, but where are the quiet zone corridors?
 - **Elizabeth Lun Response:** Currently we have crossings at Sycamore, First and Erringer which were upgraded a few years ago and they are quiet zone ready. It's up to the city to file to make this a quiet zone but it does have the components of a quiet zone which is the emergency swing gates, the pedestrian gates, delineation, proper signage, and signals. We have three already complete and we're coming in with this project with five more proposed with these proposed safety enhancements which would them enable them to be quiet zones as well.
- **Elaine Lister, Councilmember, Simi Valley Council:** With an employee who gets off the train in Simi Valley, I was simply asking if this meant more opportunities for him to come and go. Where is the nearest other double track location? Northridge?
 - **Elizabeth Lun Response:** The other double track is about a mile east near Catherine Road.
- **Elaine Lister, Councilmember, Simi Valley Council:** If the city files for a quiet zone application, in the case of a problem/accident, does this change who is liable?
 - **Sylvia Novoa Response:** Generally, what happens is that the city increases its liability if it feels like it needs to but that's a responsibility of the city for them to get insurance for the quiet zone.
- **Elaine Lister, Councilmember, Simi Valley Council:** I am a bit concerned about traffic disruption. When the project starts, is the work done at night or doing the day?
 - **Elizabeth Lun Response:** That has yet to be developed as we move into the 65% design but we would look at addressing it as part of the draft EIR.
 - **Clint Meyer Response:** That's a correct statement.

Next Steps / Action Items

7

The Virtual Meeting Room (VMR) remained open through December 18, 2020 to review project boards and materials, provide comments, and view a recording of the presentation in English and Spanish. Public comments were accepted through the VMR, as well as via email, and written



SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Summary of Meeting

correspondence through December 18, 2020. The Draft Environmental Impact Report (EIR) is proposed to be released in the spring of 2021 and the Final EIR is proposed to be released in the summer/fall of 2021.



SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Participant List			
NAME	INITIAL	ORGANIZATION	POSITION
Jeff Dunn	JD	SCRRA	Director of Government Relations
Sylvia Novoa	SN	SCRRA	Government Affairs/Community Relations Manager
Alex Davis	AD	SCRRA	Senior Manager Government Relations
Nijeria Whitfield	NW	SCRRA	Grad on Career Track, Government and Community Relations
Elizabeth Lun	EL	SCRRA	Metrolink, Acting Assistant Director, SCORE Program
Chris Haskell	CH	SCRRA	Metrolink, Deputy Program Manager
Colm McKenna	CM	SCRRA	Senior Railroad Civil Engineer
Nina Delu	ND	HDR	Environmental Consultant
Clint Meyer	CM	HDR	Environmental Consultant
Ester Hermida	EH	Polyglot	Spanish Interpreter
Elizabeth Mazariegos	EM	MBI	Outreach Consultant
Erica-Boatman Dixon	EBD	MBI	Outreach Consultant



SCORE SIMI VALLEY DOUBLE TRACK SCOPING MEETING SUMMARY

Appendices	
Appendix A – Notification Materials and Invited Stakeholders	
A.1	Scoping Meeting Postcard
A.2	Postcard Radius Distribution Map
A.3	Stakeholder Database
A.4	Newspaper Publications
A.5	E-Blast Invitation
A.6	E-Blast Reminder for Open VMR
Appendix B – Scoping Meeting Collateral Materials	
B.1	Simi Valley Double Track PowerPoint Presentation
B.2	Simi Valley Double Track Fact Sheet/FAQs (English and Spanish)
Appendix C – Simi Valley Double Track Virtual Meeting Room	
C.1	Virtual Meeting Room Screenshots
C.2	Virtual Meeting Room Project Boards
C.3	Virtual Meeting Room Analytics
Appendix D – Zoom Materials	
D.1	Zoom Chat Box Prompt
D.2	Zoom Participant List
Appendix E – Simi Valley Collected Comments	
E.1	Comments Database Matrix
E.2	Submitted Letters
Appendix F – Local Media Coverage	
F.1	Simi Valley Double Track Local Media Coverage

Appendices

Appendix A

Notification Materials and Invited Stakeholders

- Appendix A.1 Scoping Meeting Postcard**
- Appendix A.2 Postcard Radius Distribution Map**
- Appendix A.3 Stakeholder Database**
- Appendix A.4 Newspaper Publications**
- Appendix A.5 E-Blast Invitation**
- Appendix A.6 E-Blast Reminder for Open VMR**

Appendix A

Appendix A.1 Scoping Meeting Postcard

SCORE

Southern
California
Optimized
Rail
Expansion

Simi Valley

Double Track Project *Proyecto de Doble Vía*

November 18, 2020 / noviembre 18 de 2020

ONLINE: / EN LÍNEA:

Please click the link below or scan QR code to join the webinar:

Haga clic en el siguiente enlace o escanee el código QR para unirse al seminario web:

us02web.zoom.us/j/85093984326



NO INTERNET

Dial In Below

Dial 877 853 5257 (Toll Free) or
888 475 4499 (Toll Free)
Webinar ID: 850 9398 4326



PARA ESPAÑOL/SI NO TIENE INTERNET

Número de llamada abajo

Marcar 833 548 0276 (llamada gratuita) o
833 548 0282 (llamada gratuita)
ID del seminario web: 835 8520 7206

WE WANT TO HEAR FROM YOU

Please join us for a public scoping meeting for the proposed Simi Valley Double Track Project, a phase I project of Metrolink's Southern California Optimized Rail Expansion (SCORE) Program. As part of Metrolink's environmental review process, this public scoping meeting will be held to garner comments on the scope of the Environmental Impact Report (EIR) being prepared for the project.

Because of the restrictions currently in place due to the COVID pandemic, we will hold a virtual public scoping meeting on:

Wednesday, November 18, 2020
5:30 p.m. to 6:30 p.m.

This meeting will be a live Zoom meeting and presentation from the Metrolink staff. During the live meeting, attendees will have the opportunity to provide input and feedback on the project, as well as both oral and written questions and comments at a Q&A session at the meeting.

Additionally, a Virtual Meeting Room will be open from Wednesday, November 18 through Friday, December 18 to view the project area, project schedule, project components and a feedback station. Please visit metrolinktrains.com/score to access the Virtual Meeting Room.

How to Comment:

Comments on the Notice of Preparation (NOP) will be accepted through December 18, 2020 at:



communityrelations@scrra.net



metrolinktrains.com/about/agency/score/simi-valley-project/



Attn: Chris Haskell
SCORE Deputy Program Manager
900 Wilshire Blvd., Ste. 1500
Los Angeles, CA 90017

QUEREMOS ESCUCHAR SU OPINIÓN

Únase a nosotros para una reunión pública de alcance con respecto al proyecto propuesto de la doble vía de Simi Valley, un proyecto de primera fase del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE). Como parte del proceso de revisión medioambiental de Metrolink, esta reunión pública de alcance se llevará a cabo para recibir comentarios sobre el Reporte Ambiental de Impacto (EIR) en preparación para el proyecto.

Debido a las restricciones actualmente en vigor debido a la pandemia de COVID, realizaremos una reunión virtual pública de alcance en:

Miércoles 18 de noviembre de 2020
5:30 p.m. a 6:30 p.m.

Esta reunión será una reunión y presentación de Zoom en vivo del personal de Metrolink. Durante la reunión, los asistentes tendrán la oportunidad de proporcionar comentarios acerca del proyecto, así como preguntas y comentarios tanto orales como escritos en una sesión de preguntas y respuestas en la reunión.

Además, una sala virtual de reuniones estará abierta del miércoles, 18 de noviembre al viernes, 18 de diciembre para ver el área del proyecto, el cronograma del proyecto, los componentes del proyecto y una estación para retroalimentación. Por favor visita metrolinktrains.com/score para acceder a la sala virtual de reuniones.

Cómo Comentar:

Los comentarios sobre el Aviso de Preparación (NOP) serán aceptados hasta el 18 de diciembre de 2020 en:



communityrelations@scrra.net



metrolinktrains.com/about/agency/score/simi-valley-project/



Attn: Chris Haskell
Subgerente de Programa SCORE
900 Wilshire Blvd., Ste. 1500
Los Angeles, CA 90017

SCORE

Southern
California
Optimized
Rail
Expansion



METROLINK

900 Wilshire Blvd., Ste. 1500
Los Angeles, CA 90017

GET MORE WITH SCORE

To get more information on Southern California Optimized Rail Expansion (SCORE) Program and sign up for updates, please visit www.metrolinktrains.com/about/agency/score/, or use your smartphone camera to scan the QR code for direct access. If you have any questions or require translation services for this meeting please contact Sylvia Novoa at 213-452-0300 or communityrelations@scrra.net

Para obtener más información sobre el Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE) y regístrese para recibir actualizaciones, visite www.metrolinktrains.com/about/agency/score/, o use la cámara de su teléfono inteligente para escanear el código QR de acceso directo. Si tienes alguna pregunta o requiere servicios de traducción para esta reunión comuníquese con Sylvia Novoa al 213-452-0300 o communityrelations@scrra.net

QR CODE

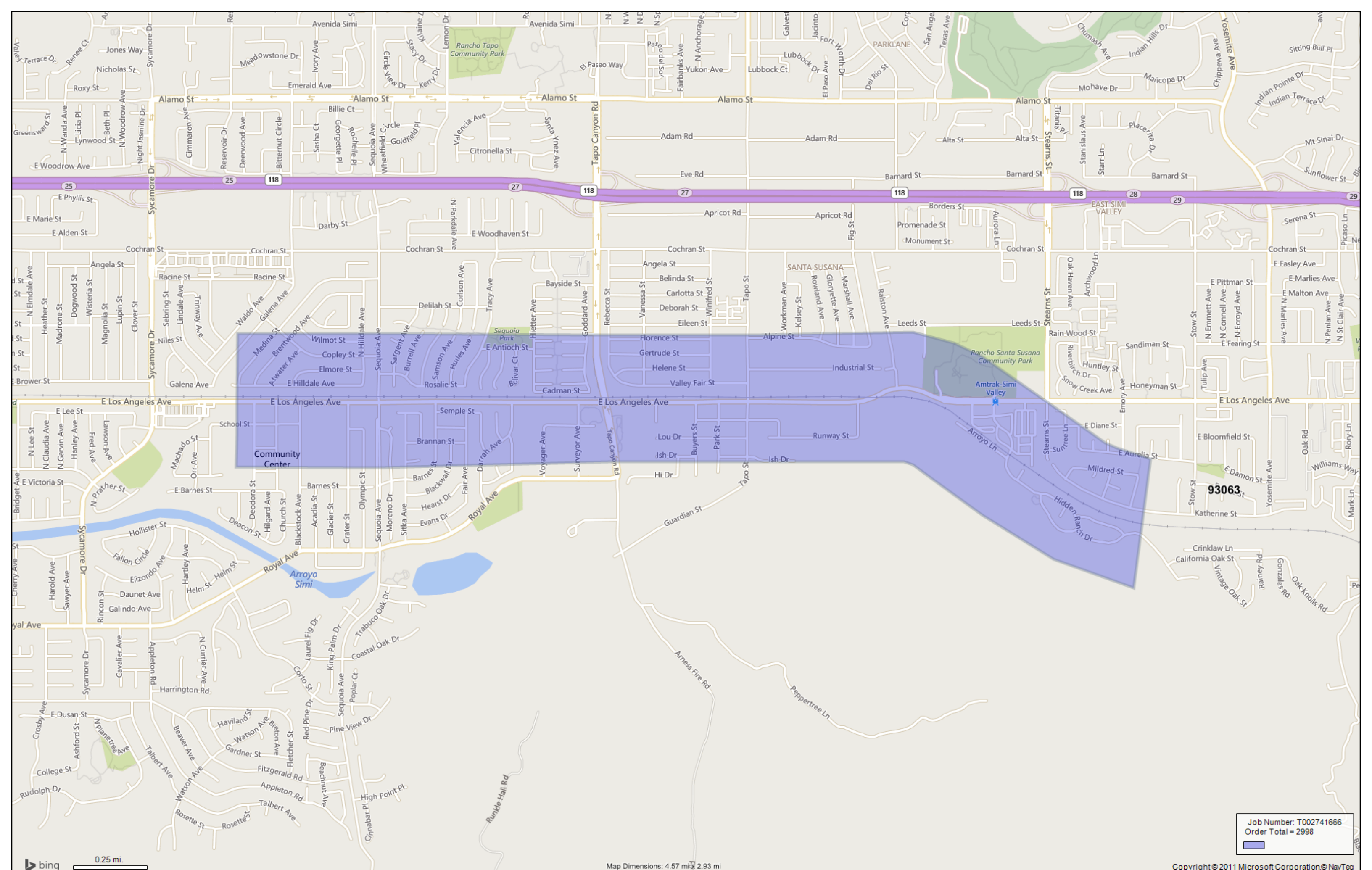


CÓDIGO QR



Appendix A

Appendix A.2 Postcard Radius Distribution Map



Job Number: T002741666
Order Total = 2998

Appendix A

Appendix A.3 Stakeholder Database

Simi Valley Stakeholder Database - November 2020

Master List

	Organization/Agency	Address	City	State	Zip Code
Occupant	City of Simi Valley	2929 Tapo Canyon Rd	Simi Valley	CA	93063
Occupant	Ventura County, District 4	980 Enchanted Way, Ste 203	Simi Valley	CA	93065
Occupant	League of California Cities – Channel Counties	1400 K Street, Ste 400	Sacramento	CA	95814
Occupant	State Senator	11111 Santa Monica Blvd, Ste 915	Los Angeles	CA	90025
Occupant	Federal Government	312 N Spring St, Ste 1748	Los Angeles	CA	90012
Occupant	State Senator	223 E Thousand Oaks Blvd	Thousand Oaks	CA	91360
Occupant	California Governor	State Capitol, Ste 1173	Sacramento	CA	95184
Occupant	Los Angeles County Metropolitan Transportation /	One Gateway Plaza	Los Angeles	CA	90012
Occupant	Orange County Transportation Authority (OCTA)	550 S Main St	Orange	CA	92868
Occupant	Riverside County Transportation Commission (RC	4080 Lemon St, 3rd Fl	Riverside	CA	92501
Occupant	San Bernardino County Transportation Authority (1170 W Third St, 2nd Fl	San Bernardino	CA	92410
Occupant	Ventura County Transportation Commission (VCT	950 County Square Dr	Ventura	CA	93003
Occupant	Simi Valley Transit	490 W Los Angeles Ave	Simi Valley	CA	93065
Occupant	Ventura County Transportation Comission	950 County Square Dr, Ste 207	Ventura	CA	93003
Occupant	California State Transportation Agency (CalSTA)	915 Capitol Mall, Suite 350B	Sacramento	CA	95814
Occupant	Caltrans, District 7	100 S Main St	Los Angeles	CA	90012
Occupant	LOSSAN Rail Corridor Agency	600 S Main St	Orange	CA	92868-4607
Occupant	Simi Valley Chamber of Commerce	40 W Cochran St, Unit 100	Simi Valley	CA	93605
Occupant	Moorpark Chamber of Commerce	18 E High St	Moorpark	CA	93021
Occupant	Chatsworth Porter Ranch Chamber of Commerce	10038 Old Depot Plaza Rd	Chatsworth	CA	91311
Occupant	Business Breakfast Network.	1712 E Avenida De Los Arboles	Thousand Oaks	CA	91362
Occupant	Greater Conejo Valley Chamber of Commerce	600 Hampshire Rd	Westlake Village	CA	91361
Occupant	Calabasas Chamber of Commerce	23945 Calabasas Rd, Unit 216	Calabasas	CA	91302
Occupant	Conejo Simi Moorpark Association of Realtors	1516 Los Angeles Avenue	Simi Valley	CA	93065
Occupant	Ventura County Coastal Association of Realtors	2350 Wankell Way	Oxnard	CA	93030
Occupant	Economic Development Collaborative	4001 Mission Oaks Blvd, Ste A-1	Camarillo	CA	93012
Occupant	Walmart	255 Cochran St	Simi Valley	CA	93065
Occupant	H&R Block	5145 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	Staples	2880 Cochran St	Simi Valley	CA	93065
Occupant	Ralphs	2726 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	Costco	2660 Park Center Dr	Simi Valley	CA	93065
Occupant	Waste Management - Simi Valley Landfill	2801 Madera Rd	Simi Valley	CA	93065
Occupant	Target	51 Tierra Rejada Rd	Simi Valley	CA	93065
Occupant	Albertsons	1268 Madera Rd	Simi Valley	CA	93065
Occupant	Stater Bros.	660 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	Harbor Freight Tools	999 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	Lowe's Home Improvement	1275 Simi Town Center Way	Simi Valley	CA	93065
Occupant	Home Depot	575 Cochran St	Simi Valley	CA	93065
Occupant	First Kia	2081 First St	Simi Valley	CA	93065
Occupant	Simi Valley Chevrolet	1001 Cochran St	Simi Valley	CA	93065
Occupant	Simi Valley Ford	2440 First St	Simi Valley	CA	93065
Occupant	Simi Valley Chrysler, Dodge, Jeep	2350 First St	Simi Valley	CA	93065
Occupant	First Honda	2283 First St	Simi Valley	CA	93065
Occupant	Best Buy	1173 Simi Town Center Way	Simi Valley	CA	93065
Occupant	Simi Valley Toyota	2380 First St	Simi Valley	CA	93065

Simi Valley Stakeholder Database - November 2020

Master List

	Organization/Agency	Address	City	State	Zip Code
Occupant	Alexander Buick Gmc Of Simi Valley	2100 First St	Simi Valley	CA	93065
Occupant	Junkyard Cafe	2585 Cochran St	Simi Valley	CA	93065
Occupant	Greek House Cafe	2375 Sycamore Dr, Ste 5	Simi Valley	CA	93065
Occupant	Simi Valley 10 Cinemas	1457 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	First Nissan of Simi Valley	2325 First St	Simi Valley	CA	93065
Occupant	Simi Valley Realtors & Home Loans	728 Coldbrook Pl	Simi Valley	CA	93065
Occupant	Living Trust Lawyers of Werner Law Firm	2655 First St, Unit 250	Simi Valley	CA	93065
Occupant	Environmental Alliance Group	4615 Industrial St	Simi Valley	CA	93065
Occupant	Simi Valley Family YMCA	3200 Cochran St	Simi Valley	CA	93065
Occupant	Arxis Technology Inc	2468 Tapo Canyon Rd	Simi Valley	CA	93065
Occupant	Sapphire Management and Consultant Group	4430 Lubbock Dr, Ste B	Simi Valley	CA	93065
Occupant	Simi Psychological Group	3695 Alamo St, Unit 103	Simi Valley	CA	93065
Occupant	RESOLVE Group	1004 Poplar Ct	Simi Valley	CA	93065
Occupant	Burhans Consulting Group	2828 Cochran St	Simi Valley	CA	93065
Occupant	Legal Shield & ID Shield Independent Associate	2655 First St, Unit 250	Simi Valley	CA	93065
Occupant	CFO-IT Group Inc	3677 Royal Ave	Simi Valley	CA	93603
Occupant	Fintegrity Group	31300 Via Colinas Ste 108	Westlake Village	CA	91362
Occupant	Review Response Group		Thousand Oaks	CA	
Occupant	The Green Law Group LLP	1777 E Los Angeles Ave	Simi Valley	CA	93065
Occupant	The Rotary Club of Moorpark	11800 Championship Dr	Moorpark	CA	93201
Occupant	Rotary Club of Simi Sunset	PO Box 941198	Simi Valley	CA	93065
Occupant	The Rotary Club of Simi Valley	P.O. Box 524	Simi Valley	CA	91311
Occupant	Kiwanis Club of Santa Susana	Junkyard Café, 2585 Cochran St	Simi Valley	CA	91362
Occupant	Kiwanis Club of Moorpark	207 Los Angeles Ave, Unit 204 Community Room, Ventura County Sheriff's Office,	Moorpark	CA	91361
Occupant	Conejo Valley Lions Club	2101 East Olsen Rd	Thousand Oaks	CA	91360
Occupant	Habitat for Humanity of Ventura Restore	1293 E Los Angeles Ave A	Simi Valley		93065
Occupant	Simi Valley Family Resource Center	2245 N Justin Ave	Simi Valley		93065
Occupant	Kiwanis Club of Warner Center	IHOP, 22810 Vanowen St	West Hills	CA	91307
Occupant	San Fernando Kiwanis	425 Park Ave	San Fernando	CA	91340
Occupant	Wildlife Care of Southern California	352 Genial Ct	Simi Valley	CA	93065
Occupant	Kiwanis Chatsworth	21743 Devonshire St	Chatsworth		93111
Occupant	Simi Educators Association Inc	40 W Cochran St, Unit #106	Simi Valley	CA	93065
Occupant	The Joshua Project Foundation	543 Country Club Dr	Simi Valley	CA	93065
Occupant	Simi Valley Flyers Club	P.O. Box 812	Simi Valley	CA	93062
Occupant	Boys & Girls Club of Simi Valley	2850 Lemon Dr	Simi Valley	CA	93063
Occupant	Optimist Club of Simi Valley/Moorpark				
Occupant	Simi Valley/Moorpark Lions Club	18 High St	Moorpark	CA	93021
Occupant	Ventura-Conejo Bike Coalition				
Occupant	Sierra Club, Los Padres Chapter	P O Box 31241	Santa Barbara	CA	93130
Occupant	Ventura Audubon Society	P. O. Box 24198	Ventura	CA	93002
Occupant	Climate First: Replacing Oil & Gas	940 E Santa Clara St, St 201	Ventura	CA	93001
Occupant	Economy	2021 Sperry Ave, Unit 9	Simi Valley	CA	93065
Occupant	California Coastal Commission	89 S California St, Unit 200	Simi Valley	CA	93065

Simi Valley Stakeholder Database - November 2020

Master List

	Organization/Agency	Address	City	State	Zip Code
Occupant	California Environmental Justice Alliance	6325 Pacific Blvd, Ste 300	Huntington Park	CA	90255
Occupant	Environmental Defense Center	906 Garden St	Santa Barbara	CA	93101
Occupant	Mountain Valley Homeowner Association	2244 N Justin Ave	Simi Valley	CA	93065
Occupant	GM Management	40 W Easy St, Unit	Simi Valley	CA	93065
Occupant	Jasmine Glen HOA	2352 Valley Terrace Dr	Simi Valley	CA	93065
Occupant	Sycamore Villas HOA	3330 Darby St	Simi Valley	CA	93063
Occupant	Stonehaven HOA	10708 Arielle Ln	Simi Valley	CA	93063
Occupant	Autumn Wood HOA	5775 E Los Angeles Ave, Unit 212	Simi Valley	CA	93063
Occupant	Church of God of Prophecy	6700 Santa Susana Pass Rd	Simi Valley	CA	93063
Occupant	Simi Community Church	2000 Royal Ave	Simi Valley	CA	93065
Occupant	Church of Jesus Christ	4393 Walnut Ave	Simi Valley	CA	93063
Occupant	Korean Baptist Church - Simi Valley	4868 Cochran St	Simi Valley	CA	93063
Occupant	St Peter Claver Church	2380 Stow St	Simi Valley	CA	93063
Occupant	First Bible Church Simi Valley	2080 Winifred St	Simi Valley	CA	93063
Occupant	Shepherd of the Valley Lutheran Church	4191 Cochran St	Simi Valley	CA	93063
Occupant	Trinity Lutheran Church	2949 Alamo St	Simi Valley	CA	93063
Occupant	New Heart Foursquare Church	4200 Township Ave	Simi Valley	CA	93063
Occupant	Simi Covenant Church	4680 Alamo St	Simi Valley	CA	93063
Occupant	Cornerstone Community Church - Simi Valley	2080 Winifred St	Simi Valley	CA	93063
Occupant	Simi Valley Missionary Baptist	4495 Barnard St	Simi Valley	CA	93063
Occupant	Simi Church of Christ	1554 Sinaloa Rd	Simi Valley	CA	93065
Occupant	Iglesia de Dios Unidos al Rescate	4450 Barnard St	Simi Valley	CA	93063
Occupant	The Church of Jesus Christ of Latter-Day-Saints	5028 Cochran St	Simi Valley	CA	93063
Occupant	Iglesia de Jesucristo en las Americas en Simi Vall	4274 Township Ave	Simi Valley	CA	93063
Occupant	Stonebridge Community Church	4832 Cochran St	Simi Valley	CA	93063
Occupant	Iglesia La Voz Viviente	4868 Cochran St	Simi Valley	CA	93063
Occupant	Christian Fellowship Church	4910 Cochran St	Simi Valley	CA	93063
Occupant	Antioch Church	4555 Runway St	Simi Valley	CA	93063
Occupant	Discovery Church	580 E Easy St	Simi Valley	CA	93063
Occupant	Crown Point Baptist Church	2350 Shasta Way	Simi Valley	CA	93065
Occupant	The Rock Church	27 W Easy St, Unit 401	Simi Valley	CA	93065
Occupant	Faith Christian Church	1350 Cherry Ave	Simi Valley	CA	93065
Occupant	United Methodist Church	2394 Erringer Rd	Simi Valley	CA	93065
Occupant	Calvary Chapel Simi Valley	999 Enchanted Way	Simi Valley	CA	93065
Occupant	Abudant Life Church of Simi Valley	1555 Simi Town Center Way	Simi Valley	CA	93065
Occupant	Assembly of God Church Simi Valley	171 Royal Ave	Simi Valley	CA	93065
Occupant	Police Department	3901 Alamo St	Simi Valley	CA	93063
Occupant	Ventura County Fire Department	1910 Church St	Simi Valley	CA	93065
Occupant	Ventura County Sheriff's Department	3855 Alamo St, Unit F	Simi Valley	CA	93063
Occupant	Volunteer Disaster Service Worker Team	3901 Alamo St	Simi Valley	CA	93063
Occupant	Extended Stay America - Simi Valley	2498 Stearns St	Simi Valley	CA	93063
Occupant	Holiday Inn Express Simi Valley	2550 Erringer Rd	Simi Valley	CA	93605
Occupant	Best Western Posada Royale Hotel & Suites	1775 Madera Rd	Simi Valley	CA	93605
Occupant	Courtyard by Marriott	191 Cochran St	Simi Valley	CA	93605
Occupant	Old Knolls Fire Station	1262 Cypress St	Simi Valley	CA	93063
Occupant	The Vineyards	2525 Stow St	Simi Valley	CA	93063

Simi Valley Stakeholder Database - November 2020

Master List

	Organization/Agency	Address	City	State	Zip Code
Occupant	Hummingbird Nest Ranch	2940 Kuehner Dr	Santa Susana	CA	93603
Occupant	Simi Valley Cultural Arts Center	3050 E Los Angeles Ave	Simi Valley	CA	93605
Occupant	Quail Ranch	136 Tierra Rejada Rd	Simi Valley	CA	93605
Occupant	Big Sky Movie Ranch Office	4927 Bennett Rd	Simi Valley	CA	93063
Occupant	Wood Ranch Golf Club	301 N Wood Ranch Pkwy	Simi Valley	CA	93605
Occupant	Thousand Oaks Community Center	403 W Hillcrest Dr	Thousand Oaks	CA	91360
Occupant	Conejo Center / Outdoor Unit	2525 N Moorpark Rd	Thousand Oaks	CA	91360
Occupant	Borchard Community Center	190 N Reino Rd	Newbury Park	CA	91320
Occupant	Moorpark Community Center	799 Moorpark Ave	Moorpark	CA	93021
Occupant	Rancho Santa Susana Community Center	5005 E Los Angeles Ave	Simi Valley	CA	93063
Occupant	Oak Park Community Center and Gardens	7595 Canoga Ave	Canoga Park	CA	91304
Occupant	Simi Valley Public Library	2969 Tapo Canyon Rd	Simi Valley	CA	93603
Occupant	Oak Park Library	899 Kanan Rd	Oak Park	CA	91377
Occupant	Platt Branch Library	23600 Victory Blvd	Woodland Hills	CA	91367
Occupant	Town Medical Center	540A E Los Angeles Ave	Simi Valley	CA	93605
Occupant	Kaiser Permanente Simi Valley	3900 Alamo St	Simi Valley	CA	93063
Occupant	Aspen Outpatient Center Diagnostic Imaging	2750 Sycamore Dr	Simi Valley	CA	93605
Occupant	Adventist Health Simi Valley	2975 North, Sycamore Dr	Simi Valley	CA	93065
Occupant	Los Robles Regional Medical Center	215 W Janss Rd	Thousand Oaks	CA	91360
Occupant	Woodland Hills Medical Center	5601 De Soto Ave	Woodland Hills	CA	91367
Occupant	St. John's Pleasant Valley Hospital	2309 Antonio Ave	Camarillo	CA	93010
Occupant	Dignity Health - Northridge Hospital Medical Center	18300 Roscoe Blvd	Northridge	CA	91325
Occupant	Simi Valley Unified School District	101 W Cochran St	Simi Valley	CA	93065
Occupant	Katherine Elementary School	5455 Katherine St	Simi Valley	CA	93063
Occupant	Santa Susana Elementary School	4300 Apricot Rd	Simi Valley	CA	93063
Occupant	Knolls Elementary School	6334 Katherine Rd	Simi Valley	CA	93063
Occupant	Garden Grove Elementary School	2250 Tracy Ave	Simi Valley	CA	93063
Occupant	Big Springs Elementary School	3401 Big Springs Ave	Simi Valley	CA	93063
Occupant	Mountain View Elementary School	2925 Fletcher St	Simi Valley	CA	93065
Occupant	White Oak Elementary School	2201 Alscot Ave	Simi Valley	CA	93063
Occupant	Township Elementary School	4101 Township Ave	Simi Valley	CA	93063
Occupant	Sycamore Elementary School	2100 Ravenna St	Simi Valley	CA	93065
Occupant	Vista Elementary School	2175 Wisteria St	Simi Valley	CA	93065
Occupant	Justin Elementary School	2245 N Justin Ave	Simi Valley	CA	93065
Occupant	Atherwood Elementary School	2350 E Greensward St	Simi Valley	CA	93065
Occupant	Berylwood Elementary School	2300 Heywood St	Simi Valley	CA	93065
Occupant	Hollow Hills Elementary School	828 Gibson Ave	Simi Valley	CA	93065
Occupant	Crestview Elementary School	900 Crosby Ave	Simi Valley	CA	93065
Occupant	Park View Elementary School	1500 Alexander St	Simi Valley	CA	93065
Occupant	Good Shepard Lutheran School	2949 Alamo St	Simi Valley	CA	93063
Occupant	Phoenix Ranch School	1845 Oak Rd	Simi Valley	CA	93063
Occupant	Valley View Middle School	3347 Tapo St	Simi Valley	CA	93063
Occupant	Sinaloa Middle School	601 Royal Ave	Simi Valley	CA	93065
Occupant	Apollo High School	3150 School St	Simi Valley	CA	93065
Occupant	Royal High School	1402 Royal Ave	Simi Valley	CA	93065
Occupant	Santa Susana High School	3570 Cochran St	Simi Valley	CA	93063

Simi Valley Stakeholder Database - November 2020

Master List

	Organization/Agency	Address	City	State	Zip Code
Occupant	Grace Brethren High School	1350 Cherry Ave	Simi Valley	CA	93065
Occupant	Simi Valley High School	5400 Cochran St	Simi Valley	CA	93063
Occupant	Eternity Bible College	2136 Winifred St	Simi Valley	CA	93063
Occupant	Simi Institute for Careers & Education	1880 Blackstock Ave	Simi Valley	CA	93065
Occupant	Conejo Valley Academy of Dentistry	3605 Alamo St, Unit 210	Simi Valley	CA	93063
Occupant	Pierce College	1352 Madera Rd	Simi Valley	CA	93065
Occupant	Campus Canyon College Preparatory Academy	15300 Monroe Ave	Moorpark	CA	93021
Occupant	Affairs at American Jewish University	1101 Pepper Tree Ln	Simi Valley	CA	93065
Occupant	Moorpark College	7075 Campus Rd	Moorpark	CA	93021
Occupant	Ventura County Star	759 Cochran St	Simi Valley	CA	93065
Occupant	Simi Valley Acron	30423 Canwood St, Ste 108	Agoura Hills	CA	91301
Occupant	Moorpark Acorn	1203 Flynn Road, Ste 140	Camarillo	CA	93012
Occupant	Welcome to the Neighborhood	2235 First St, Simi Valley, CA 93065	Simi Valley	CA	93065
Occupant	Healthy & Happy Living	2828 Cochran St, Suite 398, Simi Valley	Simi Valley	CA	91364
Occupant	Ventura County News Channel	800 S Victoria Ave	Ventura	CA	93009
Occupant	KVTA - 1590AM	2284 Victoria Ave	Ventura	CA	93003
Occupant	Billboard Connection Northridge	2828 Cochran St	Simi Valley	CA	93065
Occupant	Councilman, City of Glendale	500 N Central Ave, Ste 940	Glendale	CA	91203
Occupant	Mayor, City of Highland	27215 Base Line	Highland	CA	92346
Occupant	5th District, LA County	500 W Temple St, Rm 869	Los Angeles	CA	90012
Occupant	4th District, Orange County	333 W Santa Ana Blvd	Santa Ana	CA	92701
Occupant	Mayor, City of San Jacinto	595 S San Jacinto Ave	San Jacinto	CA	92583
Occupant	2nd District, LA County	200 N Spring St, Rm 435	Los Angeles	CA	90012
Occupant	1st District, LA County	500 W Temple St, Rm 869	Los Angeles	CA	90012
Occupant	2nd District, Riverside County	4080 Lemon St, 5th Fl	Riverside	CA	92502
Occupant	City of Ontario	303 East B St	Ontario	CA	91746
Occupant		40032 Pasadena Drive	Temecula	CA	92591
Occupant		1226 Via Esperanza	San Dimas	CA	91773


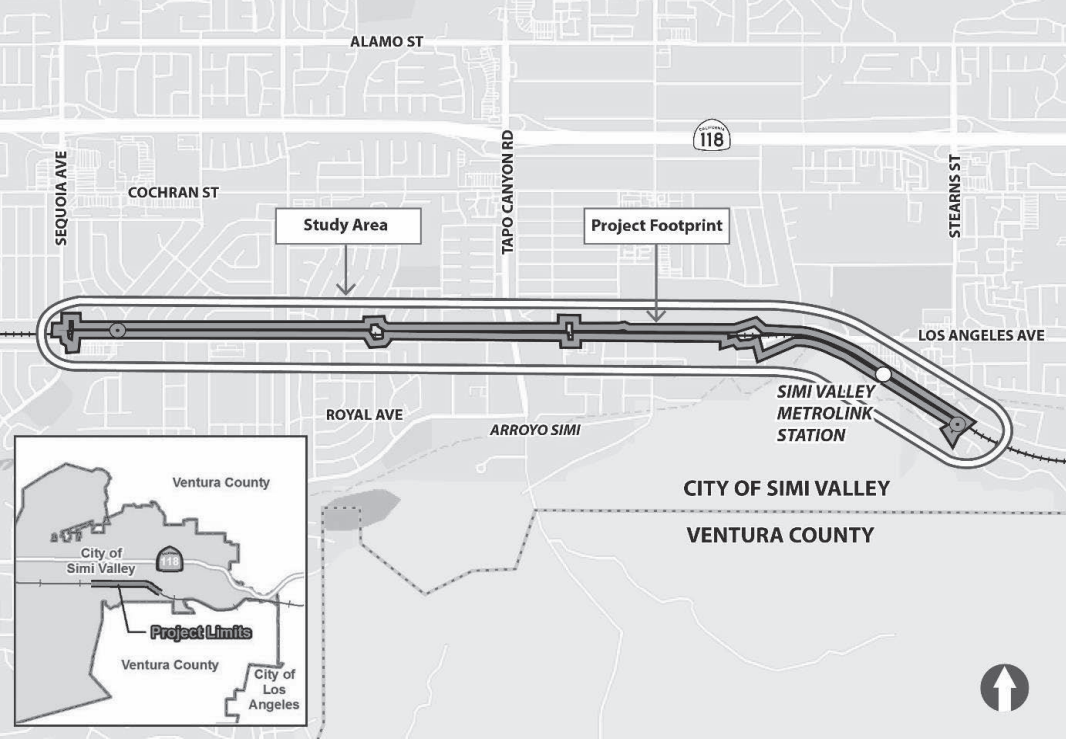
Appendix A

Appendix A.4 Newspaper Publications

Please Proof Your Ad Carefully! Final Deadline for Corrections is Tues. 2pm

I have proofread for spelling and grammar errors, correct color specifications, correct dimensions, etc. I do hereby release The Acorn Newspapers from any further responsibility or liability for the correctness or completeness of this artwork and agree to accept the charges for the print of same.

OK AS IS OK To Run w/corrections Signed: _____ Date: _____

	<p align="center"><u>PUBLIC SCOPING MEETING</u></p> <p align="center">Held by the Southern California Regional Rail Authority (Metrolink) for its Southern California Optimized Rail Expansion (SCORE) Program, proposed Simi Valley Double Track and Platform Project</p>	<p align="center">SCORE <small>Southern California Optimized Rail Expansion</small></p>
		
<p>What's Being Planned?</p>	<p>As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track and Platform Project. The Project would be constructed at Metrolink's existing Simi Valley Station and along an approximately 2.2 mile segment of Metrolink's Ventura Subdivision west of the station in the City of Simi Valley, California. The Project would increase operational capacity at the station and along Metrolink's Simi Valley Line to accommodate more frequent headways during peak commute hours. The Project will install approximately 2 miles of new siding track and shift approximately 1,400 feet of existing track between East Los Angeles Avenue and the Simi Valley Station south. Other improvements include new track panels and warning devices at street crossings at Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive. A second platform will also be constructed at the Simi Valley Station along with a realignment of the existing platform to remove the existing curvature and conform to the new track alignment.</p>	
<p>Scoping Meeting Details</p>	<p>A public scoping meeting will be held at the date and virtual location below:</p> <p>When: Wednesday, November 18, 2020 from 5:30 p.m. to 6:30 p.m.</p> <p>Virtual English Meeting location: https://us02web.zoom.us/j/85093984326 or; Dial: 888 475 4499 (Toll Free) Webinar ID: 850 9398 4326</p> <p>Virtual Spanish Meeting location: https://us02web.zoom.us/j/85093984326 or; Dial: 833 548 0282 (Toll Free) Webinar ID: 835 8520 7206</p> <p>This meeting will be a live Zoom meeting and presentation from the Metrolink staff. During the live meeting, attendees will have the opportunity to provide input and feedback on the project, as well as both oral and written questions and comments at a Q&A session at the meeting.</p>	
<p>Virtual Meeting Room</p>	<p>A Virtual Meeting Room will be available to view the project area, project schedule, project components and a feedback station. The Virtual Meeting Room will be open from Wednesday, November 18 through December 18, 2020.</p> <p>Please visit metrolinktrains.com/about/agency/score/simi-valley-project/ to access the Virtual Meeting Room.</p>	
<p>Commenting on the Notice of Preparation</p>	<p>A Notice of Preparation (NOP) is being circulated by Metrolink for a 30-day public comment period. The NOP is available for review at metrolinktrains.com/about/agency/score/simi-valley-project/. Comments on the NOP should be directed to Chris Haskell by email at communityrelations@scrra.net or by letter to 900 Wilshire Boulevard, Ste. 1500, Los Angeles, CA 90017. Comments will be accepted through 5:00 pm, December 18, 2020. Please include the project title "Simi Valley Double Track and Platform Project" in the subject heading.</p>	
<p>Provide Feedback</p>	<p>You may submit your written comments until December 18, 2020 to:</p> <p align="center">Chris Haskell SCORE Deputy Program Manager 900 Wilshire Blvd., Ste. 1500 Los Angeles, CA 90017 Attn: Simi Valley Double Track Project</p> <p>or send an e-mail to: communityrelations@scrra.net</p> <p>For additional information, please contact Sylvia Novoa at (213) 452-0300, or via email at communityrelations@scrra.net</p> <p align="center">Thank you for your interest in this project.</p>	

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Discrimination causes: Many not to accept their diabetes

The fear of discrimination has caused many people in Latin America not to accept suffering from diabetes, a disease that, if it does not have adequate control, can complicate the health of patients, especially in the midst of the coronavirus pandemic, experts said Thursday.

"Diabetes generates discrimination and that is why many patients do not accept suffering from it because they can be denied employment, blamed, denied care or are not candidates for health insurance," Fernando Lavalle said at a press conference.

The endocrinologist, academic, researcher and head of the Diabetes Clinic of the University Hospital of the Autonomous University of Nuevo León, in Mexico, pointed out that this causes people not to have adequate glycemic control.

"Glycemic control can reduce the risk of complications, and just improving glycosylated hemoglobin levels by 1% - the average glucose in the last three months - helps lower these risks," he said.

He recalled that diabetes affects 463 million people worldwide today, however, 374 million more have prediabetes, that is, glucose levels in the limits to develop the disease.

In Latin America, more than 45 million people have been diagnosed and, in Mexico alone, between 2012 and 2018 it went from 6 million people with diabetes to 8 million, although it is estimated that four million more are not diagnosed.

In addition, he said, in Latin America it is expected that by 2045 there will be, on average, an increase in the number of diabetics of 55%.

He warned that poorly controlled diabetes can cause damage to various organs, but also, in the midst of the pandemic, living with this disease increases the possibility of becoming infected with the SARS-CoV-2 virus and increases the risk of death.

He also expressed concern because it has been detected that some patients who did not have diabetes were infected with coronavirus and

overcame the disease, and after their recovery they are diagnosed with diabetes.

"The challenge now will be to begin to detect what causes this and control these new patients," he said.

URGE PERSONALIZED TREATMENT

Personalized care for patients with diabetes can prevent them from suffering complications from other risk conditions, such as a spread of the SARS-Cov-2 virus or influenza, and help them maintain their quality of life by having their blood sugar levels in the blood under control.

María Elena Sañudo, medical director of Sanofi General Medicines in Mexico, said that it is necessary to sensitize patients about the importance of maintaining metabolic control and establishing a therapy that is adapted to their circumstances.

However, she accepted that in the midst of the pandemic, patients have decreased their adherence to treatment and have avoided consultations in hospitals.

Freelancers are helping drive the economy's recovery -- and they'll continue to boost the economy long after the pandemic ends. It's time for lawmakers to support this growing share of the workforce by providing freelancers with the same protections that salaried employees have long enjoyed.

Freelancers are already an indispensable and growing part of our labor force. Before the coronavirus outbreak, the 5.8 million freelancers in the top 30 U.S. markets contributed roughly \$150 billion to the economy. In those regions, the number of freelancers grew by 15 percent between 2012 and 2017.

COVID-19 has accelerated this shift towards a freelance-centric

Support freelancers to revive the post-pandemic economy

By Brent Messenger

Forty percent of freelancers said their workloads have either remained consistent or increased. Over half predicted that demand will increase following COVID-19.

And given the uncertainties about the future, many companies need cost-effective ways to fulfill their business needs. Freelancers' flexibility and skillsets make them well-equipped to meet that demand.

Consider a small business trying to expand their online presence. It doesn't make sense for a bookstore or restaurant to pay someone full-time to put together a single website. Most small firms don't need a full-fledged marketing department either -- but they do need help regaining customers after months of closures and lockdowns. Freelancers can step in and provide those services.

Our country's economic revival is linked to the success of these workers. It's time for lawmakers to acknowledge freelancers' value by including them in safety net programs.

They can start by making unemployment benefits for freelance workers permanent. Congress temporarily extended these benefits to freelancers through the Pandemic Unemployment Assistance (PUA) program, which will expire at the end of the year. Ensuring access to these benefits long after COVID-19 abates would make the new freelance economy less precarious.

An economy supported by independent workers also requires reforms to the nation's healthcare system.


One way to provide more -- and better -- insurance options for independent workers is by shoring up the Affordable Care Act, which made it easier for freelancers to get coverage through online insurance exchanges. The law isn't perfect. But there's no reason that Republicans and Democrats shouldn't be able to work together to make the exchanges work better.

Expanding access to affordable continuing education is also a necessity. Although acquiring new skills and knowledge in one's field is essential to competing as an independent professional, only a quarter of today's freelancers have used existing educational resources. Student loan forgiveness programs would make using these resources much more affordable.


Finally, since freelancers work remotely, an internet connection is invaluable. Yet, over 20 million Americans still lack access to reliable internet. Lawmakers can close that gap by funding the expansion of our country's broadband infrastructure.

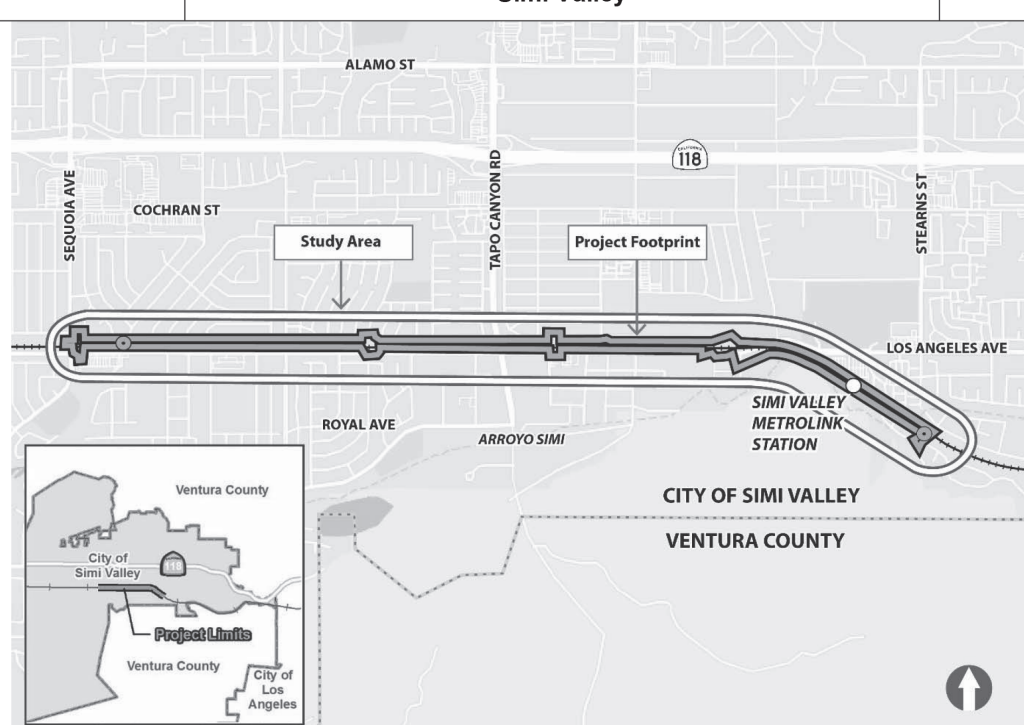
Policymakers can ensure the rise in freelancing leads to a vibrant economic recovery -- by giving freelancers the basic security they deserve.

Brent Messenger is vice president of public policy & community engagement at Fiverr.



Realizado por la Autoridad Ferroviaria Regional del Sur de California (Metrolink) para su Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE), Proyecto Propuesto Vía Doble y Expansión de Plataforma de Simi Valley





¿Qué se está planificando?	Como parte del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE), la Autoridad Ferroviaria Regional del Sur de California (Metrolink) propone el Proyecto de Vía Doble y Expansión de Plataforma de Simi Valley (Simi Valley Double Track and Platform Project). El proyecto se construirá en la estación de Simi Valley existente de Metrolink y a lo largo de aproximadamente 2.2 millas de la subdivisión de Ventura County line de Metrolink al oeste de la estación en la ciudad de Simi Valley, California. El Proyecto aumentaría la capacidad operativa en la estación y a lo largo de la línea Simi Valley e Metrolink para dar cabida a avances más frecuentes durante las horas pico de viaje. El Proyecto instalará aproximadamente 2 millas de nueva vía de revestimiento y desplazará aproximadamente 1,400 pies de vía existente entre East Los Angeles Avenue y la estación Simi Valley hacia el sur. Otras mejoras incluyen nuevos paneles de vía y dispositivos de advertencia en los cruces de calles en Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue y Hidden Ranch Drive. También se construirá una segunda plataforma en la estación de Simi Valley junto con una realineación de la plataforma existente para eliminar la curvatura existente y adaptarse a la nueva alineación de la vía.
Detalles de la reunión de alcance	Se llevará a cabo una reunión pública virtual: Cuándo: miércoles 18 de noviembre de 2020 a partir de las 5:30 p.m. a las 6:30 p.m. Como participar en la reunión virtual en inglés: https://us02web.zoom.us/j/85093984326 o; Marque: 888475 4499 (llamada gratuita) ID del seminario web: 850 9398 4326 Ubicación de la reunión virtual en español: https://us02web.zoom.us/j/85093984326 o; Marque: 833548 0282 (llamada gratuita) ID del seminario web: 835 8520 7206 Esta reunión será una reunión y presentación de Zoom en vivo por el personal de Metrolink. Durante la reunión, los asistentes tendrán la oportunidad de proporcionar comentarios acerca del proyecto, y hacer preguntas orales y por escrito en una sesión de preguntas y respuestas en la reunión.
Sala virtual de reuniones	Una sala virtual de reuniones estará disponible para ver el área del proyecto, el cronograma del proyecto, los componentes del proyecto y también habrá una estación para preguntas y comentarios. La sala virtual de reuniones estará abierta desde el miércoles, 18 de noviembre hasta el 18 de diciembre de 2020. Visite metrolinktrains.com/about/agency/score/simi-valley-project/ para acceder a la sala virtual de reuniones.
Comentarios sobre el aviso de preparación	Metrolink distribuirá un Aviso de Preparación (NOP) por un período de 30 días para comentarios públicos. El NOP está disponible para su revisión en metrolinktrains.com/about/agency/score/simi-valley-project/ . Los comentarios sobre el NOP deben dirigirse a Chris Haskell por correo electrónico a communityrelations@scrra.net o por carta al 900 Wilshire Boulevard, Ste. 1500, Los Ángeles, CA 90017. Se aceptarán comentarios hasta las 5:00 pm del 18 de diciembre de 2020. Incluya el título del proyecto "Proyecto de doble vía y plataforma de Simi Valley" en el título del tema.
Envíe sus comentarios	Puede enviar sus comentarios por escrito hasta el 18 de diciembre de 2020 a: Chris Haskell Subgerente de Programa SCORE 900 Wilshire Blvd., Ste. 1500 Los Ángeles, CA 90017 A la atención de: Proyecto de Doble Vía de Simi Valley o envíe un correo electrónico a: communityrelations@scrra.net Para obtener información adicional, comuníquese con Sylvia Novoa al (213) 452-0300, o por correo electrónico a communityrelations@scrra.net Gracias por su interés en este proyecto.

NOTICE INVITING BIDS FOR BRYCE CANYON NORTH AND SOUTH NEIGHBORHOOD AND FREMONT NORTH NEIGHBORHOOD STREET RESURFACING PROJECT (REBID) SPECIFICATION NO. PW 18-05R

NOTICE IS HEREBY GIVEN that the City of Oxnard, California invites sealed Bids for the Bryce Canyon North and South Neighborhood and Fremont North Neighborhood Street Resurfacing Project (Rebid). The City will receive such Bids at Oxnard City Hall, 300 West Third Street, Fourth Floor, Oxnard, California 93030, attention: City Clerk, until 2:00 p.m. on December 8, 2020. Due to COVID-19 restrictions, City Hall is not currently open to the public. Bidders are strongly encouraged to use the United States Postal Service or other package delivery service for the delivery of their bid. Hand delivery of bids may only be made to the back door of the City Hall building. Bidders are to call the phone number on the back door and a City Clerk staff member will come to the door to receive the bid. There will not be a public bid opening for this project. Instead, there will be a teleconference call of the bid opening at 2:00 p.m. on December 9, 2020. The number to join the call is (617) 675-4444 and the pin number is 890 423 967 2796#.

SCOPE OF WORK. The 2018 edition of the Standard Specifications for Public Works Construction and the 2019 Errata No. 1 to the Standard Specification for Public Works Construction 2018 Edition (collectively the "Greenbook") is incorporated by this reference. As more specifically described in the Contract Documents, the Project includes furnishing all necessary labor, materials, equipment, and other incidental and appurtenant Work to resurface existing asphalt concrete pavement within the Bryce Canyon North and South and Fremont North neighborhoods. The Work includes the milling of existing asphalt concrete pavement; placement and compaction of asphalt rubberized concrete; slurry seal and crackfill; excavation and reconstruction of failed areas; concrete repairs; adjust utility covers to finished grade; removal and replacement of street name signs; and traffic striping.

PREVAILING WAGES. This Project is a "public work" subject to the requirements of Division 2, Part 7, Chapter 1 of the Labor Code and Title 8, Division 1, Chapter 8 of the California Code of Regulations ("CCR"). The Contractor and all Subcontractors shall pay wages in accordance with the determination of the Director of the DIR. Copies of these rates are on file with the Project Coordinator at City Hall and will be made available to any interested party on request. They are also available at <http://www.dir.ca.gov/Public-Works/Prevailing-Wage.html>. The Contractor shall post a copy of the DIR's rates at each job site. This Project is subject to compliance monitoring and enforcement by the DIR. The Contractor shall furnish certified payroll records directly to the Labor Commissioner. Contractor and all Subcontractors are not qualified to bid on, be listed in a Bid proposal, or engage in the performance of any contract for public work, as defined in Labor Code Sections 1720 through 1861, unless registered and qualified to perform public work pursuant to Labor Code Section 1725.5 at the time of Bid submission.

BONDS. Each Bid must be accompanied by Bid security as described in the Instructions to Bidders in the Contract Documents. Upon Contract award, the successful Bidder shall provide both Payment and Performance Bonds—each at 100% of the Contract Price—to the City Clerk or his or her designee in accordance with Greenbook Section 1-7.2 and the Contract Documents. The Performance Bond shall include a one-year warranty period. Bonds must be on the forms in the Contract Documents unless other forms meet all of the City's requirements including that the Bond limit be automatically increased if the Contract amount is increased after execution of the Contract, and the City Attorney at his or her discretion approves the Surety's form. Whenever Bonds are submitted for this Project, Bidder must also submit a photocopy of each Bond.

LICENSES. Each Bidder shall possess a valid Class A Contractor's license issued by California Contractors State License Board at the time of Bid submission and a current City business license at the time of Contract award.

RETENTION. The City shall withhold five percent (5%) of any progress payment as retention.

TRADE NAMES OR EQUALS. Requests to substitute an equivalent material, product, thing or service for a brand or trade name material, product, thing or service must be made by written request submitted no later than fifteen (15) Calendar Days following the award of Contract. Requests received after this time shall not be considered. Requests must clearly describe the product for which approval is necessary, including all data requested to demonstrate acceptability.

LIQUIDATED DAMAGES. Contractor must complete all Work within ninety (90) Working Days of the City's Notice to Proceed (complete the Work at Bryce Canyon North and South Neighborhood within forty-five (45) Working Days and complete the Work at Fremont North Neighborhood within forty-five (45) Working Days). There will be a \$2,875.00 assessment for each Calendar Day that Work remains incomplete beyond the Project completion deadline. Inquiries regarding this Notice Inviting bids may be directed to the Construction Project Coordinator renee.hatcher@oxnard.org.

Published: www.oxnard.org/city-meetings VCVN NOV. 05, 2020

NOTICE OF PUBLIC HEARING

The Oxnard City Council will conduct a public hearing to consider the following matter on Tuesday, November 17, 2020 at 6:00 p.m., or as soon thereafter as the matter may be heard, in the Council Chambers, 305 W. Third Street, Oxnard:

FLOODPLAIN ORDINANCE AMENDMENTS. An Ordinance

The staff report and draft ordinance are available for viewing on the City's webpage at www.oxnard.org/city-meetings. ALL INTERESTED PARTIES are invited to present oral or written testimony on the matter. Written comments may be sent to the City Clerk via email at cityclerk@oxnard.org. Those wishing to speak during the meeting must fill out the speaker request form on the City's webpage at www.oxnard.org/city-meetings or call the City Clerk's office at (805) 385-7803 no later than 3:00 p.m. on the day of the meeting. If you wish to legally challenge any action taken by the City on this matter you may be limited to raising only those issues you or someone else raised at the public hearing as described in this notice or in written correspondence delivered to the City Clerk prior to or at the public hearing. The public may view the meeting at which the public hearing will be conducted beginning at 6:00 p.m. on the City's website (www.oxnard.org/city-meetings), on YouTube (www.youtube.com/oxnardnews) or Spectrum channel 10/ Frontier channel 35. For further information, contact Tatiana Arnaout with Public Works Engineering Division, 305 W. Third Street, Oxnard, at 805-385-8341 or Tatiana.Arnaout@oxnard.org.

Published: www.oxnard.org/city-meetings VCVN NOV. 05, 2020

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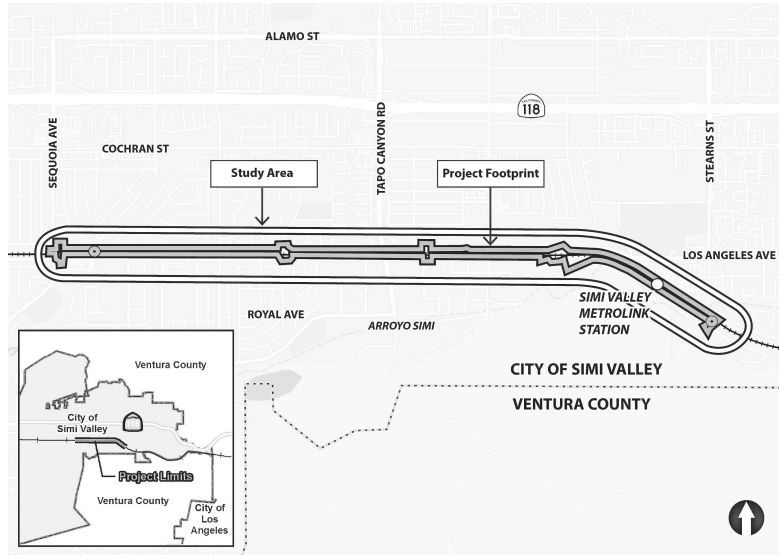


METROLINK

PUBLIC SCOPING MEETING

Held by the Southern California Regional Rail Authority (Metrolink) for its Southern California Optimized Rail Expansion (SCORE) Program, proposed Simi Valley Double Track and Platform Project

SCORE Southern California Optimized Rail Expansion



What's Being Planned?

As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track and Platform Project. The Project would be constructed at Metrolink's existing Simi Valley Station and along an approximately 2.2-mile segment of Metrolink's Ventura Subdivision west of the station in the City of Simi Valley, California. The Project would increase operational capacity at the station and along Metrolink's Simi Valley Line to accommodate more frequent headways during peak commute hours. The Project will install approximately 2 miles of new siding track and shift approximately 1,400 feet of existing track between East Los Angeles Avenue and the Simi Valley Station south. Other improvements include new track panels and warning devices at street crossings at Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive. A second platform will also be constructed at the Simi Valley Station along with a realignment of the existing platform to remove the existing curvature and conform to the new track alignment.

Scoping Meeting Details

A public scoping meeting will be held at the date and virtual location below:
 When: Wednesday, November 18, 2020 from 5:30 p.m. to 6:30 p.m.
 Virtual English Meeting location: <https://us02web.zoom.us/j/85093984326> or;
 Dial: 888 475 4499 (Toll Free)
 Webinar ID: 850 9398 4326
 Virtual Spanish Meeting location: <https://us02web.zoom.us/j/85093984326> or;
 Dial: 833 548 0282 (Toll Free)
 Webinar ID: 835 8520 7206

This meeting will be a live Zoom meeting and presentation from the Metrolink staff. During the live meeting, attendees will have the opportunity to provide input and feedback on the project, as well as both oral and written questions and comments at a Q&A session at the meeting.

Virtual Meeting Room

A **Virtual Meeting Room** will be available to view the project area, project schedule, project components and a feedback station. The Virtual Meeting Room will be open from **Wednesday, November 18** through **December 18, 2020**.

Please visit metrolinktrains.com/about/agency/score/simi-valley-project/ to access the Virtual Meeting Room.

Commenting on the Notice of Preparation

A Notice of Preparation (NOP) is being circulated by Metrolink for a 30-day public comment period. The NOP is available for review at metrolinktrains.com/about/agency/score/simi-valley-project/. Comments on the NOP should be directed to Chris Haskell by email at communityrelations@scrra.net or by letter to 900 Wilshire Boulevard, Ste. 1500, Los Angeles, CA 90017. Comments will be accepted through 5:00 pm, December 18, 2020. Please include the project title "Simi Valley Double Track and Platform Project" in the subject heading.

Provide Feedback

You may submit your written comments until December 18, 2020 to:

Chris Haskell
 SCORE Deputy Program Manager
 900 Wilshire Blvd., Ste. 1500
 Los Angeles, CA 90017
 Attn: Simi Valley Double Track Project

or send an e-mail to: communityrelations@scrra.net

For additional information, please contact Sylvia Novoa at (213) 452-0300, or via email at communityrelations@scrra.net

Appendix A

Appendix A.5 E-Blast Invitation

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Simi Valley

Double Track Project Scoping Meeting

November 18, 2020

WE WANT TO HEAR FROM YOU

Please join us for a public scoping meeting for the proposed Simi Valley Double Track Project, a phase I project of Metrolink’s Southern California Optimized Rail Expansion (SCORE) Program. As part of Metrolink’s environmental review process, this public scoping meeting will be held to garner comments on the scope of the Environmental Impact Report (EIR) being prepared for the project.

Wednesday, November 18, 2020
5:30 p.m. to 6:30 p.m.

This meeting will be a live Zoom meeting and presentation from the Metrolink staff. During the live meeting, attendees will have the opportunity to provide input and feedback on the project, as well as both oral and written questions and comments at a Q&A session at the meeting.

Additionally, a Virtual Meeting Room will be open from Wednesday, November 18 through Friday, December 18 to view the project area, project schedule, project components and a feedback station. Please visit metrolinktrains.com/score to access the Virtual Meeting Room.

ONLINE:

Please click the link below or scan QR code to join the webinar:



NO INTERNET
 Dial In Below

Dial [877 853 5257](tel:8778535257) (Toll Free) or

[Subscribe](#)[Us02web.zoom.us/j/85093984326](#)[Past Issues](#)

888 475 4499 (Toll Free)

Webinar ID: 850 9398 4326

Translate ▼

**How to Comment:**

Comments on the Notice of Preparation (NOP) will be accepted through December 18, 2020 at:

Email: communityrelations@scrra.net

Website: metrolinktrains.com/about/agency/score/simi-valley-project/

Standard Mail Attn:

Chris Haskell

SCORE Deputy Program Manager

900 Wilshire Blvd., Ste. 1500

Los Angeles, CA 90017



Simi Valley

Proyecto de Doble Vía

noviembre 18 de 2020

QUEREMOS ESCUCHAR SU OPINIÓN

Únase a nosotros para una reunión pública de alcance con respecto al proyecto propuesto de la doble vía de Simi Valley, un proyecto de primera fase del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE). Como parte del proceso de revisión medioambiental de Metrolink, esta reunión pública de alcance se llevará a cabo para recibir comentarios sobre el Reporte Ambiental de Impacto (EIR) en preparación para el proyecto.

Debido a las restricciones actualmente en vigor debido a la pandemia de COVID, realizaremos una reunión virtual pública de alcance en:

Miércoles 18 de noviembre de 2020

[Subscribe](#)[Past Issues](#)

5:30 p.m. a 6:30 p.m.

[Translate ▼](#)

Esta reunión será una reunión y presentación de Zoom en vivo del personal de Metrolink. Durante la reunión, los asistentes tendrán la oportunidad de proporcionar comentarios acerca del proyecto, así como preguntas y comentarios tanto orales como escritos en una sesión de preguntas y respuestas en la reunión.

Además, una sala virtual de reuniones estará abierta del miércoles, 18 de noviembre al viernes, 18 de diciembre para ver el área del proyecto, el cronograma del proyecto, los componentes del proyecto y una estación para retroalimentación. Por favor visita metrolinktrains.com/score para acceder a la sala virtual de reuniones.

EN LÍNEA:

Haga clic en el siguiente enlace o escanee el código QR para unirse al seminario web:

us02web.zoom.us/j/85093984326



SI NO TIENE INTERNET
Número de llamada abajo

Marcar [833 548 0276](tel:8335480276)

(llamada gratuita) o

[833 548 0282](tel:8335480282)

(llamada gratuita)

ID del seminario web:

835 8520 7206

Cómo Comentar:

Los comentarios sobre el Aviso de Preparación (NOP) serán aceptados hasta el 18 de diciembre de 2020 en:

Email: communityrelations@scrra.net

Website: metrolinktrains.com/about/agency/score/simi-valley-project/

Standard Mail Attn:

Chris Haskell

Subgerente de Programa SCORE

900 Wilshire Blvd., Ste. 1500

Los Angeles, CA 90017

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Appendix A

Appendix A.6 E-Blast Reminder for Open VMR

[View this email in your browser](#)



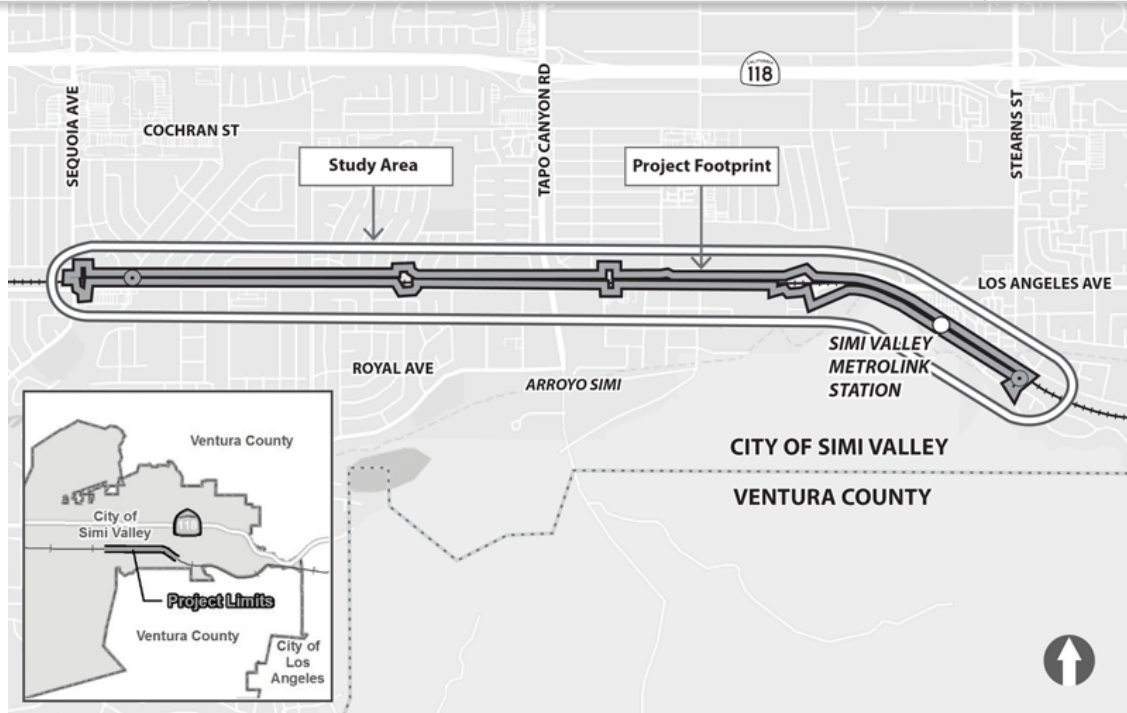
Simi Valley

Double Track Project

Virtual Meeting Room Open Through December 18, 2020

WE WANT TO HEAR FROM YOU

As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track and Platform Project. Metrolink has prepared a Notice of Preparation (NOP) which is currently being circulated for a 30-day public comment period and wants your input! The NOP is available for review at metrolinktrains.com/about/agency/score/simi-valley-project/.



A Virtual Meeting Room is open now through Friday, December 18 to view the project area, project schedule, project components and a feedback station. Please visit virtualeventroom.com/metrolink/score/simi-valley/ to access the Virtual Meeting Room.

How to Comment:

Comments on the Notice of Preparation (NOP) will be accepted through December 18, 2020 at:

Virtual Meeting Room: virtualeventroom.com/metrolink/score/simi-valley/

Email: communityrelations@scrra.net

Website: metrolinktrains.com/about/agency/score/simi-valley-project/

Standard Mail Attn:

Chris Haskell
SCORE Deputy Program Manager
900 Wilshire Blvd., Ste. 1500
Los Angeles, CA 90017

As part of Metrolink's environmental review process, a public scoping meeting was held on Wednesday, November 18, 2020 to garner comments on the scope of the Environmental Impact Report (EIR) being prepared for the project. If you were unable to attend this meeting, please visit virtualeventroom.com/metrolink/score/simi-valley/ for a recording of the presentation.



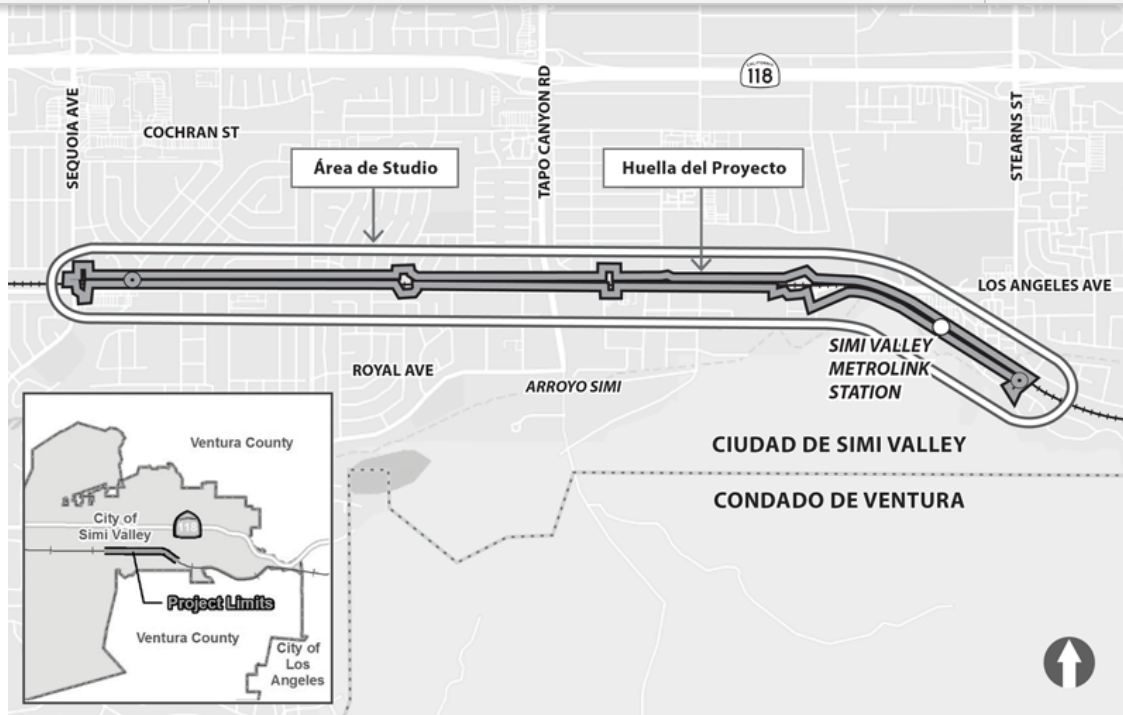
Simi Valley

Proyecto de Vía Doble

Sala de Reuniones Virtual disponible hasta el 18 de diciembre de 2020

QUEREMOS ESCUCHAR DE USTED

Como parte del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE), la Autoridad Ferroviaria Regional del Sur de California (Metrolink) propone el Proyecto de Vía Doble y Expansión de Plataforma de Simi Valley (Simi Valley Double Track and Platform Project). Metrolink ha preparado un Aviso de Preparación (NOP) que se está distribuyendo actualmente durante un período de comentarios públicos de 30 días y desea su opinión. El NOP está disponible para su revisión en metrolinktrains.com/about/agency/score/simi-valley-project/.



Una sala virtual de reuniones está abierta ahora hasta el viernes 18 de diciembre para ver el área del proyecto, el cronograma del proyecto, los componentes del proyecto y también habrá una estación para preguntas y comentarios. Visite metrolinktrains.com/about/agency/score/simi-valley-project/ para acceder a la sala virtual de reuniones.

Cómo Comentar:

Los comentarios sobre el Aviso de Preparación (NOP) serán aceptados hasta el 18 de diciembre de 2020 en:

Sala Virtual de Reuniones: virtualeventroom.com/metrolink/score/simi-valley/

Correo electrónico: communityrelations@scrra.net

Sitio Web: metrolinktrains.com/about/agency/score/simi-valley-project/

Atención de Correo Estándar:

Chris Haskell

Subgerente de Programa SCORE

900 Wilshire Blvd., Ste. 1500

Los Angeles, CA 90017

Como parte del proceso de revisión ambiental de Metrolink, el miércoles 18 de noviembre de 2020 se llevó a cabo una reunión pública de alcance para recabar comentarios sobre el alcance del Informe de Impacto Ambiental (EIR) que se está preparando para el proyecto. Si no pudo asistir a esta reunión, visite virtualeventroom.com/metrolink/score/simi-valley/ para obtener una grabación de la presentación.

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Appendix B

Roundtable Collateral Materials

**Appendix B.1 Simi Valley Double Track
PowerPoint Presentation**

**Appendix B.2 Simi Valley Double Track Fact
Sheet/FAQs (English and
Spanish)**

Appendix B



Appendix B.1 Simi Valley Double Track PowerPoint Presentation

SCORE

Southern
California
Optimized
Rail
Expansion



Simi Valley Double Track Project

- If you are accessing Zoom online or a mobile device, please ask your question by clicking the Q&A button (). Please type your first and last name, then type your question.
- If you prefer to speak your question, press the “Raise Hand” button () when you are ready to ask your question.
 - You will then be unmuted, and it will be stated that you have been unmuted. Please state your first and last name, and ask your question.
 - To lower your hand click the same button, now labeled “Lower Hand.”
- If you have joined the Zoom call by dialing in, please raise your hand by pressing *9.
 - Once your phone has been unmuted, you will hear the prompt “you have been unmuted.” Please unmute yourself by pressing *6, then state your first and last name, and ask your question.
 - To lower your hand, press *9 again.

Why Are We Here?

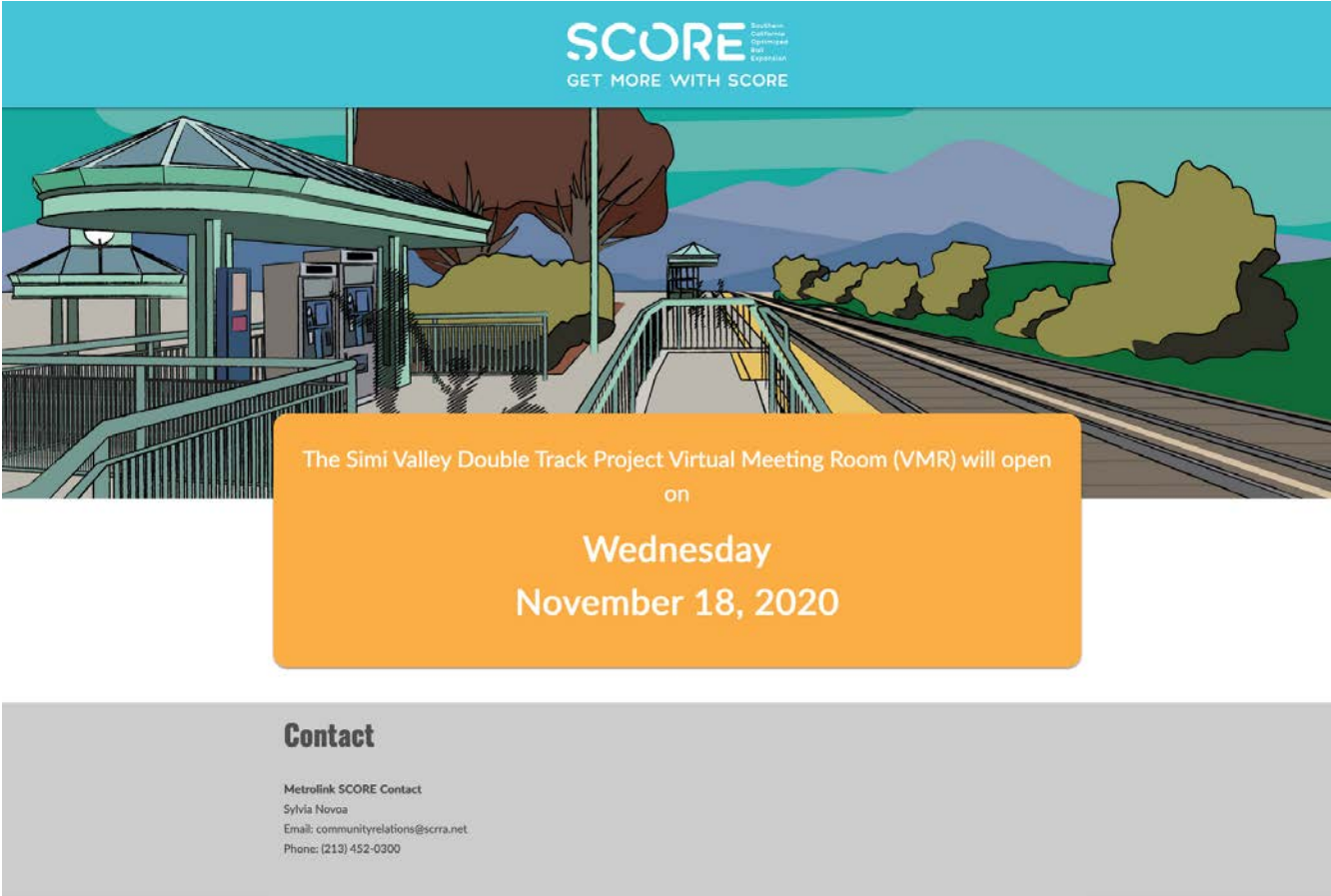
- To obtain your comments on the proposed Simi Valley Double Track Project
- To answer your questions about the environmental phase
- Describe the environmental review process for the upcoming Draft Environmental Impact Report (EIR)



Simi Valley Double Track Project Virtual Meeting Room

Visit the Virtual Meeting Room:

- virtualeventroom.com/metrolink/score/simi-valley/



SCORE Southern
California
Optimized
Rail
Expansion
GET MORE WITH SCORE

The Simi Valley Double Track Project Virtual Meeting Room (VMR) will open
on
Wednesday
November 18, 2020

Contact

Metrolink SCORE Contact
Sylvia Novoa
Email: communityrelations@scrra.net
Phone: (213) 452-0300

Metrolink System Overview

- 538-mile system across all Southern California
- 81% of weekday trips are work-related
- 59% of Metrolink riders travel across county lines
- Average one-way trip length = 36 miles
- Metrolink service eliminates 9.3 million car trips annually



Metrolink's Ventura County Line

METROLINK'S VENTURA COUNTY LINE TAKES OVER

952,300

CAR TRIPS OFF ADJACENT ROADWAYS, providing relief on 118, 134, 101 and 5.



METROLINK'S VENTURA COUNTY LINE HAS MORE THAN

86,000

BOARDINGS at the Simi Valley station.*

* Source: Metrolink 2018 Origin/Destination Survey

** Per year

The Southern California Regional Rail Authority (SCRRA or Metrolink) is proposing the Simi Valley Double Track Project (Project) within the City of Simi Valley, California, as a component of SCRRA's Southern California Optimized Rail Expansion (SCORE) Program

The Project has the following objectives:

- Implement enhanced rail service, including 30-minute service, during peak commute hours
- Implement safety enhancements at stations and grade crossings
- Upgraded crossings to facilitate Quiet Zone-ready corridors
- Facilitate access to job centers and affordable housing
- Enhance connections to other transit providers

- Construct a second, side platform (south of the existing platform) and pedestrian undercrossing at the existing Simi Valley Station
- Addition of a 2.2-mile segment of double track to Metrolink's Ventura subdivision, west of the Simi Valley Station at Mileposts (MP) 436.20 to 438.40
- Implement supplemental safety measures (SSMs) at up to 5 existing at-grade crossings to support future quiet zones
 - Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive
- Implement two new control points (CP) at CP Sequoia and CP Arroyo

Simi Valley Double Track Project Benefits



- **Safety upgrades** to at-grade crossings that will facilitate **Quiet Zone** ready corridors to **minimize train horn noise**
- **Track upgrades** that will improve safety, frequency, and service reliability
- A new **pedestrian under crossing** at the Simi Valley Station
- New track and platform will **increase capacity** and enable for **train service** with 30-minute service (in both directions)

Simi Valley Double Track Project Map



Purpose:

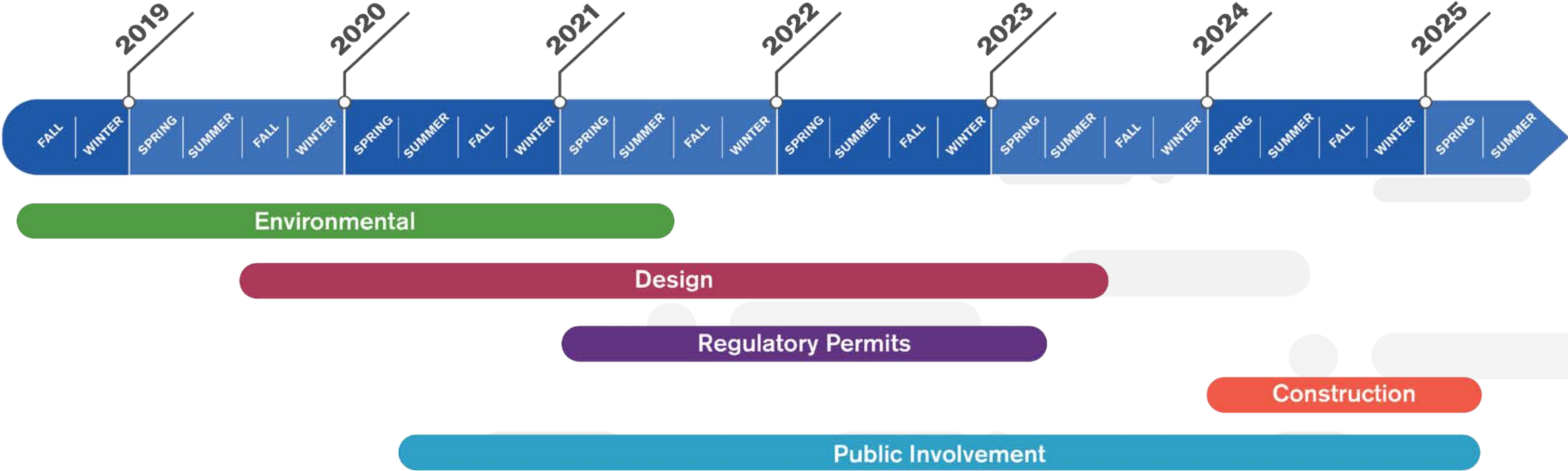
- To inform decision-makers and the public of a project's potential environmental impacts on the environment
- Increases public understanding of and participation in environmental review process
- Identifies ways to avoid or reduce potential impacts through mitigation measures or alternatives

- Informs public agencies and the public of SCRRA's intent to prepare an EIR
- Contains a brief description of the project, its location and where documents relating to the project can be found
- Notifies responsible agencies and other interested parties that an EIR will be prepared
- Solicits input regarding the scope and content of the upcoming EIR

- Informs the public and public agency decision makers of significant environmental effects of a proposed project
- Identifies possible ways to minimize environmental effects and describes alternatives considered to the project
- Contains information about rare or endangered plants and animals, noise and air pollution, and possible community disruptions

- Aesthetics
- Air Quality, Greenhouse Gases, and Energy
- Biological Resources
- Cultural Resources
- Geology, Soils, and Paleontological Resources
- Hazards and Hazardous Materials
- Hydrology, Flooding, and Water Quality
- Noise and Vibration
- Population and Housing
- Public Services
- Parks and Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Cumulative Impacts
- Growth-Inducing Effects

Simi Valley Double Track Project Schedule



California Environmental Quality Act (CEQA) Lead Agency:

- Southern California Regional Rail Authority (SCRRA or Metrolink)

Agency Partners (partial list):

- City of Simi Valley
- Ventura County Transportation Commission
- California Public Utilities Commission
- Federal Railroad Administration
- Federal Transit Administration
- Amtrak
- California Department of Transportation (Caltrans)
- Los Angeles–San Diego –San Luis Obispo Rail Corridor (LOSSAN)

Notice of Preparation (NOP):

- Issuance of the NOP starts a 30-day public comment period
 - Comment Period: November 6 to December 18, 2020

Please submit NOP public comments via the following methods:

- Email: communityrelations@scrra.net
- In writing by mail:
 - Attn: Chris Haskell
 - SCORE Deputy Program Manager
 - 900 Wilshire Boulevard, Suite 1500
 - Los Angeles, CA 90017
- Online: metrolinktrains.com/about/agency/score/simi-valley-project/
- Virtual Meeting Room: virtualeventroom.com/metrolink/score/simi-valley/

- Review comments received during 30-day NOP comment period and input from the Virtual Meeting Room
- Prepare Draft EIR
 - Coordinate with local agencies, stakeholders, and the public
- Release Draft EIR for 45-day public comment
 - Inform agencies and the public on the availability of the Draft EIR
- Release Final EIR
 - Respond to comments received on the Draft EIR
- SCRRRA certifies Final EIR and approves project

SCRRA

900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

Government & Community Relations

Sylvia Novoa

213-452-0300

NovoaS@scrra.net

Engineering

Chris Haskell

213-452-0242

HaskellC@scrra.net



Virtual Meeting Room: virtualeventroom.com/metrolink/score/simi-valley/

Appendix B

Appendix B.2 Simi Valley Double Track Fact Sheet/FAQs (English and Spanish)

GET MORE WITH SCORE

PROJECT DESCRIPTION

As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track Project at the Simi Valley Station on Metrolink's Ventura County Line (VCL). The Project will add 2.15 miles of track - up to 1.55 miles in segment 1 and a further 0.6 miles in segment 2. Segment 1 improvements would include three at-grade crossing improvements, while segment 2 would include up to two crossing improvements, which would create a Quiet Zone ready corridor once both segments are complete. 1,400 feet of existing track will be shifted between East Los Angeles Avenue and the Simi Valley Station. The Project improvements will require new track panels and warning devices at the following at-grade crossings: Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive.

Simi Valley Station is included in segment 1 improvements and will require a new Metrolink safety standard pedestrian crossing and a new 680 feet long second platform.

PROJECT BENEFITS



Safety upgrades to at-grade crossings that will create **Quiet Zone** ready corridors and minimize train horn blowing



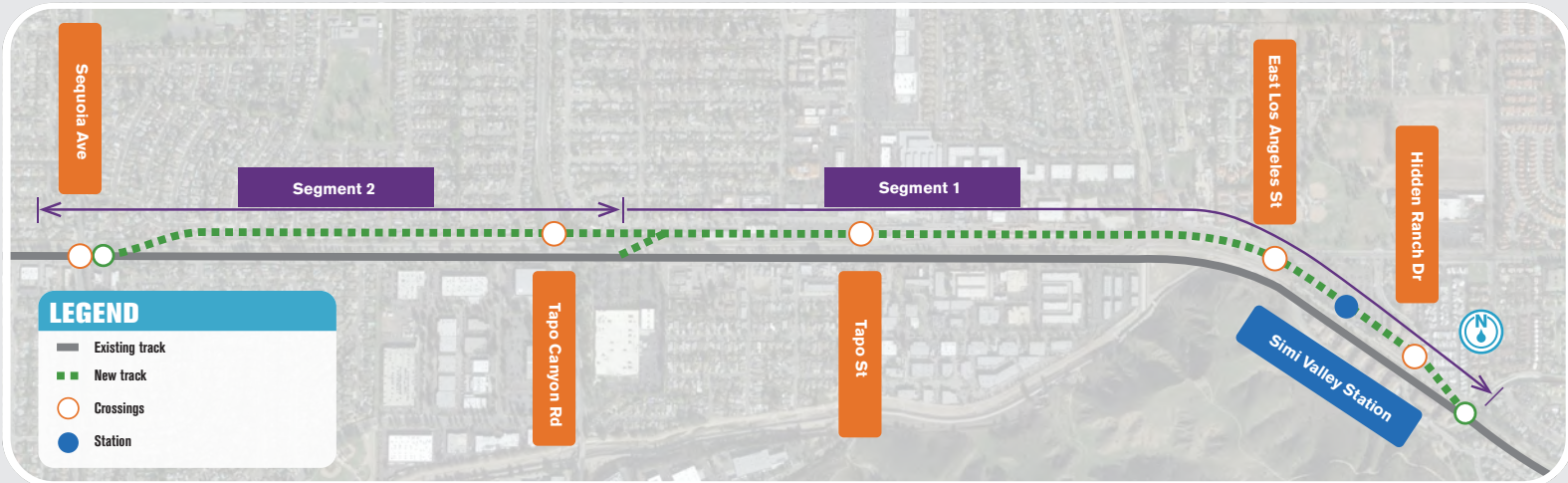
Track upgrades that will improve **safety** and **reliability** of Metrolink service



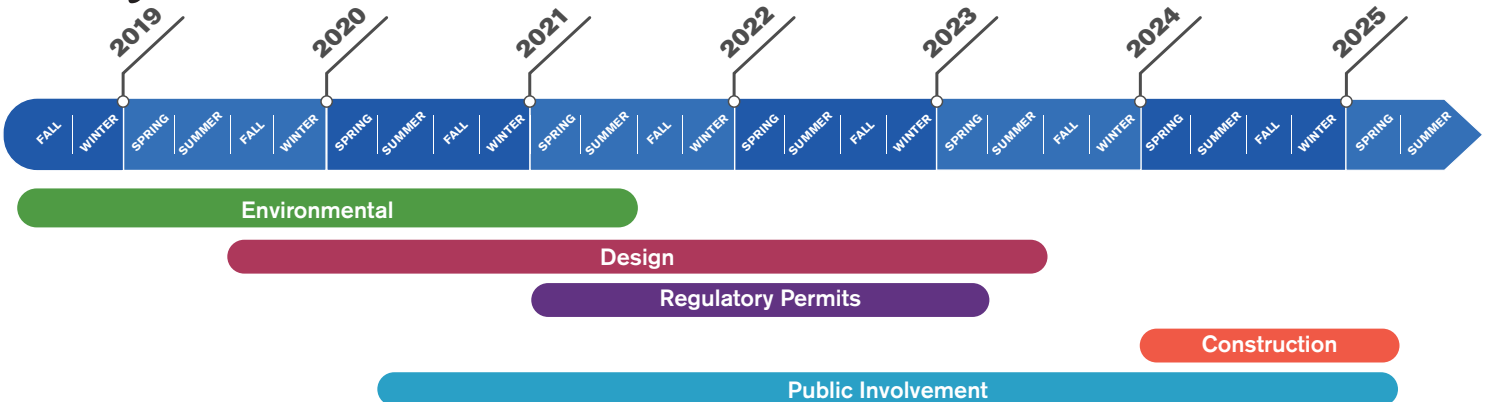
A new Metrolink **safety standard pedestrian crossing** that will provide for **safe rail crossings**



Added track and new platform will **increase capacity** and **train service** at least every 30 minutes in either direction



PROJECT TIMELINE



SCORE

Southern
California
Optimized
Rail
Expansion

Simi Valley Double Track Project

Frequently Asked Questions (FAQs)

1 What is SCORE?

Metrolink's Southern California Optimized Rail Expansion (SCORE) program is an ambitious capital program that will upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games.

SCORE is a \$10 billion capital improvement program – grade crossing, station and signal improvements as well as track additions and work that accelerates progress towards Metrolink's zero-emissions future. Improvements that allow some cities to apply for quiet zones.

2 How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$595 million, Metrolink successfully leveraged those funds against state-level grant opportunities. In 2018, Metrolink was awarded an \$876 million grant from the California Transit Intercity Rail Capital Program (TIRCP) for Phase One of SCORE. To date, Metrolink has raised approximately 17%, or \$1.7 billion, of the \$10 billion funding goal. Metrolink is now in the process of identifying and pursuing additional grant opportunities to reach the overall funding goal.

3 How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan – a 20-year planning and implementation framework for California's rail network – Metrolink identified railroad improvements that would improve safety, enable more frequent service, and make existing service more reliable. Metrolink's planning team underwent a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as Metrolink, Amtrak, BNSF and possibly high-speed rail.

4 What is the Simi Valley Double Track Project and what improvements will be made?

The Simi Valley Double Track Project is included in Phase 1 of the Metrolink SCORE improvement project that will increase capacity at the station along the Simi Valley Line. The Project will install approximately 2 miles of siding track and shift approximately 1,400 feet of existing track between East Los Angeles Avenue and the Simi Valley Station. The Project improvements will be divided in two segments that will be completed over two phases. The improvements include new track panels and warning devices at street crossings at Sequoia Avenue (option), Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive. A second platform will also be constructed at the Simi Valley Station.

5 What are Quiet Zones?

Quiet Zones ease noise in the community by limiting where and when trains can blow their horns. A city can apply for Quiet Zones, which are a Federal designation, after at-grade improvements have been made.

6 What are the benefits to the community?

The Simi Valley Double Track Project would generate jobs and business opportunities, improve safety for pedestrians, vehicles, and trains, provide environmental benefits, and increase the frequency and the reliability of Metrolink service. Ventura County would see reduced traffic congestion and emissions on adjacent freeways, which would result in fewer accidents, reduced air pollution and emissions, and decreased energy consumption. The addition of the second platform will offer less congested access to Simi Valley Station, which has more than 86,000 boardings per year. The upgrades at the crossings will allow the City to apply for Quiet Zone designation to reduce noise.

7 How will the Simi Valley Double Track Project improvements benefit riders?

In the future, passengers will go to a train station and wait no more than 30 minutes for the next train in both directions. Commute times for passengers would be reduced with the increased speed and fluid operations. The Project improvements and updates would allow Metrolink to provide passengers more reliable and safer service.

8 What are the economic benefits to the area?

The Los Angeles Economic Development Corporation (LAEDC) was commissioned to produce a study assessing the impact of the construction investment of the SCORE program. The benefits from SCORE will make the region increasingly attractive for the millions projected to arrive in SoCal for the 2028 Summer Olympics and create regional prosperity in the decades to come. When service demand and future funding exist, Ventura County residents can expect to see 4,800 new jobs and \$912 in gross domestic product by 2028. By 2050, there would be 77,600 new jobs and a collective total of \$33.7 billion in economic activity.

9 What is the timeline for the Simi Valley Double Track project?

The environmental process is expected to complete in winter 2020 and design reviews expected to be complete in summer of 2023. Regulatory permitting is expected to begin in the spring of 2021. Construction for segment 1 improvements is scheduled to begin in the spring of 2024, with completion expected in the spring of 2025.

10 Where can I get more information about this Project?

For more information, please visit metrolinktrains.com/score.





OBTENGA MÁS VENTAJAS CON SCORE

DESCRIPCIÓN DEL PROYECTO

Como parte del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE), la Autoridad Ferroviaria Regional del Sur de California (Metrolink) propone ejecutar un Proyecto de Doble Vía en la estación de Simi Valley de la línea del condado de Ventura de Metrolink. El proyecto añadirá un total de 2.15 millas de vía – hasta 1.55 millas en el segmento 1 y otras 0.6 millas en el segmento 2. Las mejoras en el segmento 1 incluirían tres nuevos pasos a nivel mientras que en el segmento 2 se incorporarían dos nuevos pasos a nivel, creando así un corredor de Zona Tranquila una vez completados ambos tramos. La vía actual de 1,400 pies se trasladaría a la zona entre East Los Angeles Avenue y la estación de Simi Valley. Las mejoras que propone el proyecto requerirá nuevos paneles de vía y dispositivos de advertencia en los siguientes pasos a nivel: Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue y Hidden Ranch Drive.

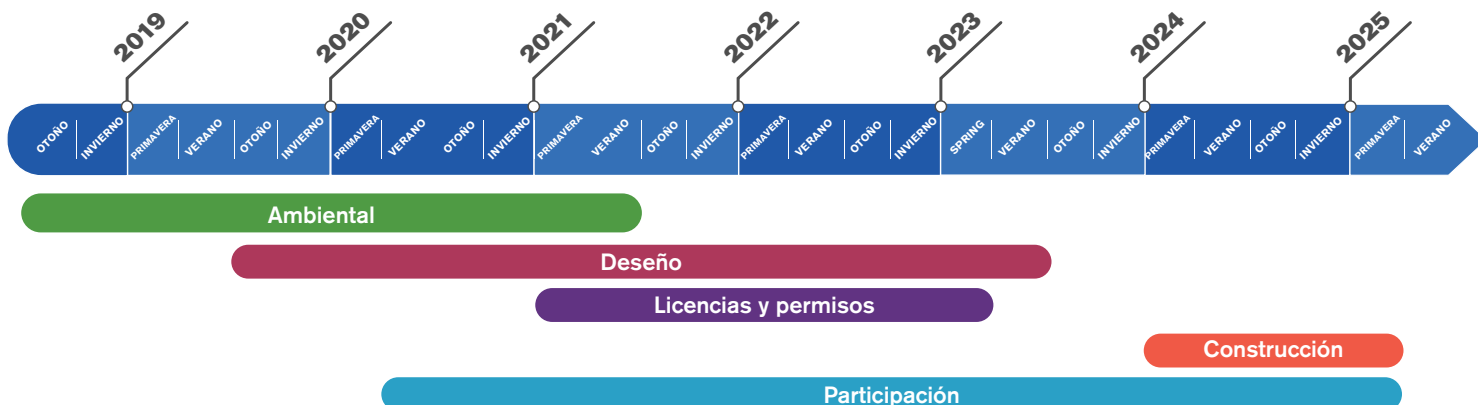
La estación de Simi Valley forma parte de las mejoras del segmento 1 y requerirá de un nuevo paso peatonal estándar de seguridad de Metrolink y una segunda plataforma de 680 pies de longitud.

BENEFICIOS DEL PROYECTO

-  Las **mejoras de seguridad** en los pasos a nivel crearán corredores de **Zona Tranquila** y minimizarán el uso de la bocina de los trenes
-  La **optimización de las vías** mejorará la **seguridad** y la **confiabilidad** del servicio de Metrolink.
-  El nuevo **paso peatonal estándar de seguridad** ofrecerá **crucos de vías más seguros**.
-  La nueva vía y la nueva plataforma **aumentarán la capacidad** y el **servicio de los trenes** cada 30 minutos como mínimo en cada dirección.



CRONOGRAMA DEL PROYECTO



SCORE

Southern
California
Optimized
Rail
Expansion

Proyecto de Doble Vía en Simi Valley

Preguntas frecuentes

1 ¿Qué es SCORE?

El Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE) consiste en un ambicioso proyecto de inversión que mejorará el sistema de Metrolink a tiempo para la celebración de los Juegos Olímpicos y Paraolímpicos de 2028.

SCORE es un programa de mejora de capital de \$10 mil millones que incluye mejoras en pasos a nivel, estaciones y señales, así como adiciones de vías y trabajo que acelera el progreso hacia el futuro de cero emisiones de Metrolink. Las mejoras permitirán que algunas ciudades soliciten zonas tranquilas.

2 ¿Cómo se financia SCORE?

La mayor parte del programa SCORE no cuenta con financiación. Tras el aporte de más de \$595 millones por parte de socios locales, Metrolink supo aprovechar esos fondos mediante oportunidades de subvención estatal. En 2018, Metrolink obtuvo una subvención de \$876 millones por parte del Programa de Capitales para el Tránsito y el Tren Interurbano (TIRCP) para la primera fase de SCORE. Al día de hoy, Metrolink lleva reunido aproximadamente un 17% —o \$1,700 millones— del objetivo de financiación de \$10,000 millones. Metrolink se encuentra ahora en proceso de búsqueda y obtención de nuevas oportunidades de subvención con el fin de alcanzar el objetivo total de financiación.

3 ¿Cómo se identifica y asigna prioridad a los proyectos SCORE?

En coordinación con el Plan Ferroviario Estatal (un marco de planeación e implementación a 20 años para la red ferroviaria de California), Metrolink identificó mejoras ferroviarias que permitirían ofrecer un servicio más seguro y confiable y con mayor frecuencia. El equipo de planeación de Metrolink realizó un análisis exhaustivo con el fin de identificar y dar prioridad a los principales cuellos de botella y proyectos que más beneficiarían el funcionamiento de diversos operadores ferroviarios, como Metrolink, Amtrak, BNSF y posiblemente el tren de alta velocidad.

4 ¿Qué es el Proyecto de Doble Vía de Simi Valley y qué mejoras se harán?

El Proyecto de Doble Vía en Simi Valley forma parte de la primera fase del proyecto de mejora SCORE que aumentará la capacidad en la estación correspondiente a la línea de Simi Valley. El proyecto prevé la instalación de aproximadamente 2 millas de vías de revestimiento y el traslado de aproximadamente 1,400 millas de vía existente a la zona entre East Los Angeles Avenue y la estación de Simi Valley. Las mejoras del proyecto comprenderán dos tramos que se ejecutarán en dos etapas. Dichas mejoras incluyen nuevas paneles de vía y dispositivos de advertencia en los cruces de las calles ubicadas en Sequoia Avenue (opcional), Tapo Canyon Road, Tapo Street, East Los Angeles Avenue y Hidden Ranch Drive. Además, se construirá una segunda plataforma en la estación de Simi Valley.

5 ¿Qué son las Zonas Tranquilas?

Las Zonas Tranquilas reducen el nivel de ruido en la comunidad limitando dónde y cuándo los trenes pueden sonar su silbato. Una ciudad puede solicitar la designación federal de Zona Tranquila una vez realizadas las mejoras correspondientes.

6 ¿Cuáles son los beneficios para la comunidad?

El Proyecto de Doble Vía en Simi Valley generará nuevos empleos y oportunidades de negocio, mejorará la seguridad de los peatones, vehículos y trenes, proporcionará beneficios al medio ambiente e incrementará la frecuencia y confiabilidad del servicio de Metrolink. De este modo, el condado de Ventura se beneficiará de una menor congestión de tráfico y emisiones en las autopistas adyacentes, reduciendo así el número de accidentes, la contaminación del aire y las emisiones y el consumo energético. La construcción de una segunda plataforma contribuirá a una menor congestión de acceso a la estación de Simi Valley, donde 86,000 pasajeros suben a bordo cada año. Las mejoras en los cruces permitirán a la ciudad solicitar la designación de Zona Tranquila para reducir el ruido.

7 ¿Cómo beneficiarán las mejoras del Proyecto de Doble Vía en Simi Valley a los conductores?

En el futuro, los pasajeros irán a una estación y no tendrán que esperar más de 30 minutos el siguiente tren en ninguna de las direcciones. El tiempo de viaje de los pasajeros se reducirá gracias a una mayor velocidad y fluidez del servicio. Las mejoras del proyecto y la renovación de la infraestructura permitirán a Metrolink ofrecer un servicio más confiable y seguro a los pasajeros.

8 ¿Cuáles son los beneficios económicos para el área?

La Corporación de Desarrollo Económico de Los Ángeles (LAEDC) fue contratada para realizar un estudio de evaluación del impacto de la inversión en construcción del programa SCORE. Los beneficios de SCORE harán la región más atractiva para los millones de visitantes que se esperan en el Sur de California para los Juegos Olímpicos de Verano de 2028 y promoverán la prosperidad regional en las próximas décadas. Con la nueva demanda de servicios y futuro financiamiento, los residentes del condado de Ventura podrán esperar 4,800 nuevos puestos y \$912 en producto bruto interno para 2028. Para 2050, habrá 77,600 nuevos puestos y la actividad económica generará un total de \$33,700 millones.

9 ¿Cuál es el plazo de ejecución del Proyecto de Doble Vía en Simi Valley?

Está previsto que el proceso de estudio ambiental se complete en el invierno de 2020 y la revisión de los diseños, en el verano de 2023. La tramitación de las licencias y permisos se espera que comience en la primavera de 2021. El inicio de la fase de mejoras del segmento 1 está programado para la primavera de 2024 y se espera que concluya en la primavera de 2025.

10 ¿Dónde puedo obtener más información acerca de este Proyecto?

Para obtener más información, visite metrolinktrains.com/score.



Appendix C

Simi Valley Double Track Virtual Meeting Room

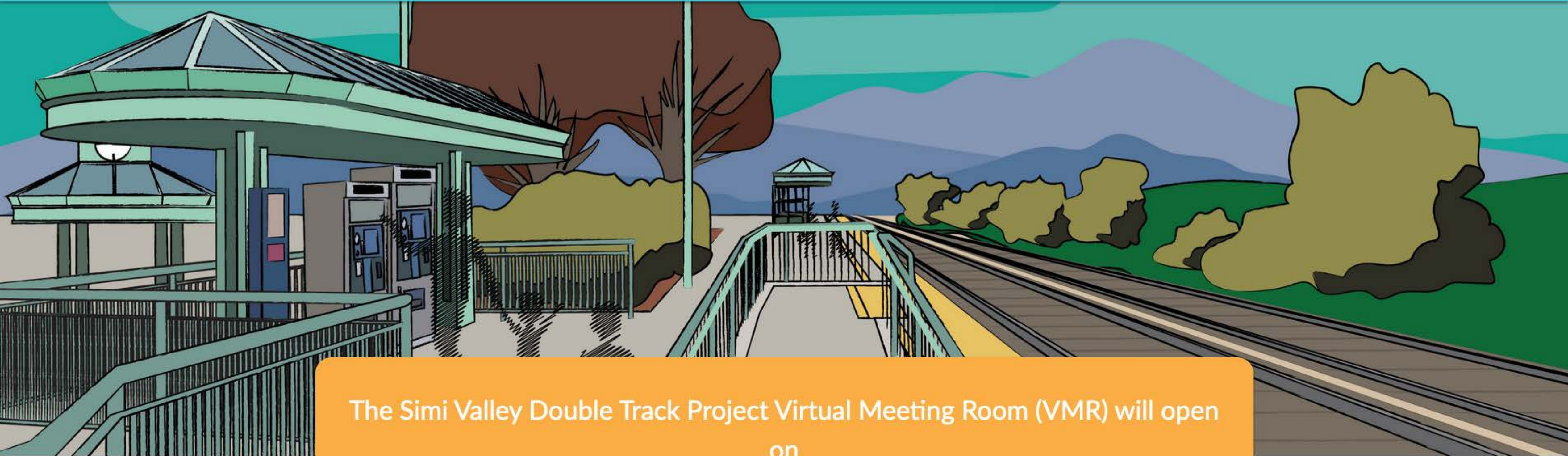
Appendix C.1 Virtual Meeting Room Screenshots

Appendix C.2 Virtual Meeting Room Project Boards

Appendix C.3 Virtual Meeting Room Google Analytics

Appendix C

Appendix C.1 Virtual Meeting Room Screenshots



The Simi Valley Double Track Project Virtual Meeting Room (VMR) will open
on

Wednesday

November 18, 2020

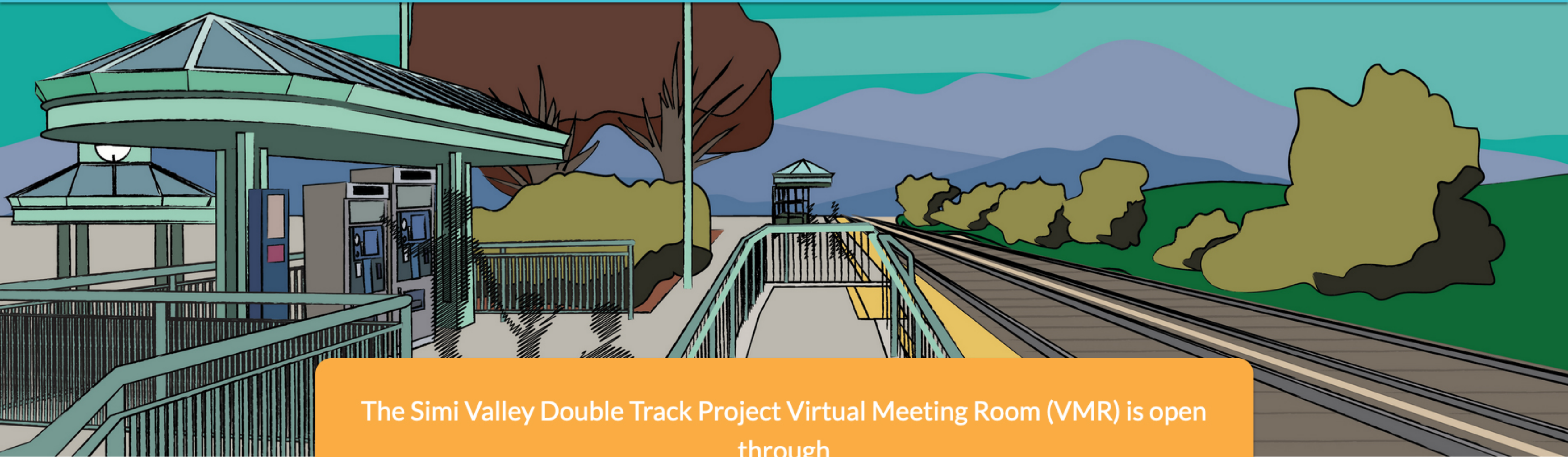
Contact

Metrolink SCORE Contact

Sylvia Novoa

Email: communityrelations@scrra.net

Phone: (213) 452-0300



The Simi Valley Double Track Project Virtual Meeting Room (VMR) is open
through

Friday

December 18, 2020.

[Click Here to Enter](#)

Contact

Metrolink SCORE Contact

Sylvia Novoa

Email: communityrelations@scrra.net

Phone: (213) 452-0300



- Registration
- Station 1
- Station 2
- Station 3
- Station 4
- Station 5
- Comments
- English Meeting Presentation
- Spanish Meeting Presentation

METROLINK.
SCORE
 SIMI VALLEY
 DOUBLE TRACK PROJECT



SCORE
 SIMI VALLEY DOUBLE TRACK PROJECT

PURPOSE OF THE SCORING MEETING
 Provide information regarding the proposed project.

Describe the environmental review process for the upcoming Draft EIR.

Provide an opportunity for the public input regarding the scope of the upcoming EIR.

Facilitate bi-directional service on 30-minute headways during peak commute hours

Facilitate the establishment of quiet zones in coordination with the City of Simi Valley

METROLINK.

SCORE
 SIMI VALLEY DOUBLE TRACK PROJECT

PROJECT PURPOSE
 The project is to provide bi-directional service on 30-minute headways during peak commute hours and facilitate the establishment of quiet zones in coordination with the City of Simi Valley.

PROJECT SCOPE
 The project is to provide bi-directional service on 30-minute headways during peak commute hours and facilitate the establishment of quiet zones in coordination with the City of Simi Valley.

PROJECT LOCATION
 The project is to provide bi-directional service on 30-minute headways during peak commute hours and facilitate the establishment of quiet zones in coordination with the City of Simi Valley.

SCORE
 SIMI VALLEY DOUBLE TRACK PROJECT

HOW CAN YOU PROVIDE INPUT?

WRITTEN COMMENTS
 Attn: Chris Haskell
 SCORE Deputy Program Manager
 800 Wishnie Blvd., Ste. 1500
 Los Angeles, CA 90017

EMAILED COMMENTS VIA THE VIRTUAL MEETING ROOM OR VIA THE EMAIL ADDRESS BELOW

communityrelations@scrra.net
metrolinktrains.com/about/agency/score/simi-valley-project/

METROLINK.

REGISTRATION

SCORE
 SIMI VALLEY
 DOUBLE TRACK
 PROJECT

i

SCORE
 SIMI VALLEY DOUBLE TRACK PROJECT

TOPICS TO BE EVALUATED IN THE EIR INCLUDE

- Land Use and Planning
- Biological Resources
- Archaeology
- Cultural Resources
- Geology and Soils
- Historic Resources
- Hydrology and Water Quality
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Utilities
- Transportation/Traffic
- Visual Resources
- Special Interest Areas
- Greenhouse Gas Emissions
- Health and Human Services

SCORE
 SIMI VALLEY DOUBLE TRACK PROJECT

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METROLINK.





METROLINK. SCORE SIMI VALLEY DOUBLE TRACK PROJECT



SIMI VALLEY DOUBLE TRACK PROJECT SCORE

WHY ARE WE HERE?

- TO OBTAIN YOUR COMMENTS ON THE PROPOSED SIMI VALLEY DOUBLE TRACK PROJECT
- TO ANSWER YOUR QUESTIONS ABOUT THE ENVIRONMENTAL PHASE

WHY THIS PROJECT?

- Safer, more reliable service – This project, when combined with other SCORE Phase I projects, would enable more frequent service, extended and funding work.
- Facilitate bi-directional service on 20-minute headways during peak commute hours.
- Facilitate the establishment of quiet zones in coordination with the City of Simi Valley.

PURPOSE OF THE SCORE PROJECT

Provide an enhanced service for the existing 20 mph LRT.

Provide an opportunity for the public to register their comments regarding the issue of the existing LRT.

PROJECT FINANCING

... ..

PROJECT TIMELINE

... ..



COMMENTS

Registration station with a yellow circular icon and a blue bar stool.

REGISTRATION

SCORE

SIMI VALLEY DOUBLE TRACK PROJECT



Informational display boards for the project, including sections for 'NEXT STEPS' and 'HOW CAN YOU PROVIDE INPUT?'.

SCORE

SIMI VALLEY DOUBLE TRACK PROJECT

NEXT STEPS

- Review comments received during scoping period
- Prepare technical studies and Draft EIR
- Circulate Draft EIR for public review
- Hold public meetings
- Prepare responses to comments and Final EIR
- EIR Certification and Project Approvals

HOW CAN YOU PROVIDE INPUT?

ADDITIONAL COMMENTS

481 - 384 - 7644
SCORE Display Project Address
481 - 384 - 7644
30000 - 30000 - 30000

ADDITIONAL COMMENTS FOR THE PUBLIC MEETING

PLEASE ENTER YOUR EMAIL ADDRESS BELOW

metrolink.score@metrolink.net

METROLINK

GET MORE WITH SCORE





- Registration
- Station 1
- Station 2
- Station 3
- Station 4
- Station 5
- Comments
- English Meeting Presentation
- Spanish Meeting Presentation



SIM VALLEY DOUBLE TRACK PROJECT SCORE!!

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
To inform decision makers and the public of a project's potential environmental impacts and discuss potential impacts on the environment.

WHAT IS AN ENVIRONMENTAL IMPACT REPORT (EIR)?
EIR informs the public and public agency decision makers of significant environmental effects of a proposed project. EIR identifies possible ways to minimize environmental effects and describes alternatives considered to the project. EIR contains information about rare or endangered plants and animals, noise and air pollution and possible community disruptions.

NOTICE OF PREPARATION (NOP)
NOP lets the public know that an environmental impact report (EIR) will be prepared. Contains a brief description of the project, its location and where documents relating to the project can be found. Notifies responsible agencies and other interested parties that an EIR will be prepared. Solicits input regarding the scope and content of the upcoming EIR. Distributed for a public review period from November 18, 2019 to December 18, 2019.

SIM VALLEY DOUBLE TRACK PROJECT SCORE!!

PROJECT MAP

PROJECT TIMELINE

COMMENTS

Informational table with brochures and a central sign.





SIGN-IN FORM

Formulario de registro

Name:

Nombre

Organization:

Organización

Address:

Domicilio

Zip Code:

Código Postal

Email:

Correo Electrónico

Submit / Enviar



COMMENTS AND FEEDBACK

Formulario de comentarios

Name:

Nombre

Email:

Correo Electrónico

Address:

Domicilio

Organization:

Organización

Phone:

Número de Teléfono

Please check box to be contacted by SCORE Simi Valley staff.

Zip Code:

Código Postal

Please provide us your comments

Por favor proporcione sus comentarios



GET MORE WITH SCORE

PROJECT DESCRIPTION

As part of the Southern California Optimization Rail Expansion (SCORE) Program, the Southern California Regional Rail Authority (Metrolink) is proposing the Simi Valley Double Track Project at the Simi Valley Station on Metrolink's Ventura County Line (VCL). The Project will add 2.15 miles of track - up to 1.55 miles in segment 1 and a further 0.6 miles in segment 2. Segment 1 improvements would include three at-grade crossing improvements, while segment 2 would include up to two crossing improvements, which would create a Quiet Zone ready corridor once both segments are complete. 1,400 feet of existing track will be shifted between East Los Angeles Avenue and the Simi Valley Station. The Project improvements will require new track panels and warning devices at the following at-grade crossings: Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive.

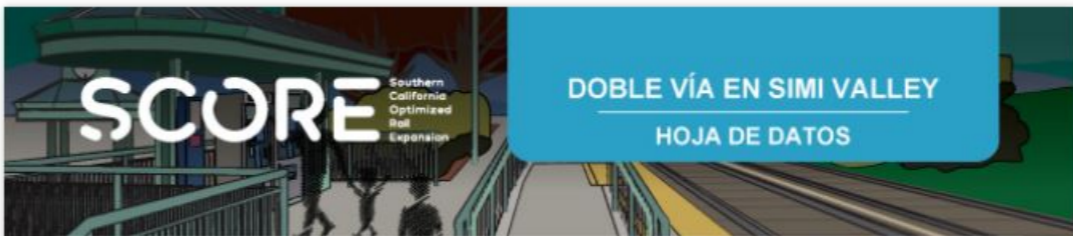
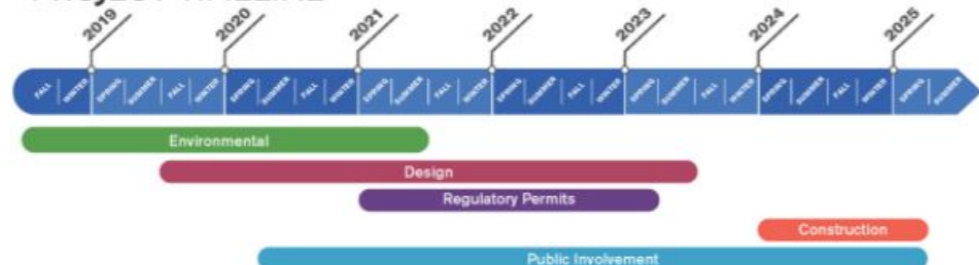
Simi Valley Station is included in segment 1 improvements and will require a new Metrolink safety standard pedestrian crossing and a new 680 feet long second platform.

PROJECT BENEFITS

- Safety upgrades** to at-grade crossings that will create **Quiet Zone** ready corridors and minimize train horn blowing
- Track upgrades** that will improve **safety** and **reliability** of Metrolink service
- A new Metrolink **safety standard pedestrian crossing** that will provide for **safe rail crossings**
- Added track and new platform will **increase capacity** and **train service** at least every 30 minutes in either direction



PROJECT TIMELINE



OBTENGA MÁS VENTAJAS CON SCORE

DESCRIPCIÓN DEL PROYECTO

Como parte del Programa de Expansión Ferroviaria Optimizada del Sur de California (SCORE), la Autoridad Ferroviaria Regional del Sur de California (Metrolink) propone ejecutar un Proyecto de Doble Vía en la estación de Simi Valley de la línea del condado de Ventura de Metrolink. El proyecto añadirá un total de 2.15 millas de vía - hasta 1.55 millas en el segmento 1 y otras 0.6 millas en el segmento 2. Las mejoras en el segmento 1 incluirían tres nuevos pasos a nivel mientras que en el segmento 2 se incorporarían dos nuevos pasos a nivel, creando así un corredor de Zona Tranquila una vez completados ambos tramos. La vía actual de 1,400 pies se trasladaría a la zona entre East Los Angeles Avenue y la estación de Simi Valley. Las mejoras que propone el proyecto requerirán nuevos paneles de vía y dispositivos de advertencia en los siguientes pasos a nivel: Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue y Hidden Ranch Drive.

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BENEFICIOS DEL PROYECTO

- Las **mejoras de seguridad** en los pasos a nivel crearán corredores de **Zona Tranquila** y minimizarán el uso de la bocina de los trenes
- La **optimización de las vías** mejorará la **seguridad** y la **confiabilidad** del servicio de Metrolink.
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CRONOGRAMA DEL PROYECTO





Simi Valley Double Track Project

Frequently Asked Questions (FAQs)

1 What is SCORE?

MetroLink's Southern California Optimized Rail Expansion (SCORE) program is an ambitious capital program that will upgrade MetroLink's system in time for the 2028 Olympic and Paralympic Games.

SCORE is a \$10 billion capital improvement program – grade crossing, station and signal improvements as well as track additions and work that accelerates progress towards MetroLink's zero-emissions future. Improvements that allow some cities to apply for quiet zones.

2 How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$695 million, MetroLink successfully leveraged those funds against state-level grant opportunities. In 2018, MetroLink was awarded an \$876 million grant from the California Transit Inter-city Rail Capital Program (TIRCP) for Phase One of SCORE. To date, MetroLink has raised approximately 17%, or \$1.7 billion, of the \$10 billion funding goal. MetroLink is now in the process of identifying and pursuing additional grant opportunities to reach the overall funding goal.

3 How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan – a 20-year planning and implementation framework for California's rail network – MetroLink identified railroad improvements that would improve safety, enable more frequent service, and make existing service more reliable. MetroLink's planning team underwent a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as MetroLink, Amtrak, BNSF and possibly high-speed rail.

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In the future, passengers will go to a train station and wait no more than 30 minutes for the next train in both directions. Commute times for passengers would be reduced with the increased speed and fluid operations. The Project improvements and updates would allow MetroLink to provide passengers more reliable and safer service.

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10 Where can I get more information about this Project?

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Proyecto de Doble Vía en Simi Valley

Preguntas frecuentes

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3 ¿Cómo se identifica y asigna prioridad a los proyectos SCORE?

En coordinación con el Plan Ferroviario Estatal (un marco de planeación e implementación a 20 años para la red ferroviaria de California), MetroLink identificó mejoras ferroviarias que permitirían ofrecer un servicio más seguro y confiable y con mayor frecuencia. El equipo de planeación de MetroLink realizó un análisis exhaustivo con el fin de identificar y dar prioridad a los principales cuellos de botella y proyectos que más beneficiarían el funcionamiento de diversos operadores ferroviarios, como MetroLink, Amtrak, BNSF y pasablenantes al tren de alta velocidad.

4 ¿Qué es el Proyecto de Doble Vía de Simi Valley y qué mejoras se harán?

El Proyecto de Doble Vía en Simi Valley forma parte de la primera fase del proyecto de mejora SCORE que aumentará la capacidad en la estación correspondiente a la línea de Simi Valley. El proyecto prevé la instalación de aproximadamente 2 millas de vías de revestimiento y el traslado de aproximadamente 1,400 millas de vías existentes a la zona entre East Los Angeles Avenue y la estación de Simi Valley. Las mejoras del proyecto comprenderán dos tramos que se ejecutarán en dos etapas. Dichas mejoras incluyen nuevas paneles de vía y dispositivos de advertencia en los cruces de las calles ubicadas en Sequoia Avenue (opcional), Tapo Canyon Road, Tapo Street, East Los Angeles Avenue y Hidden Ranch Drive. Además, se construirá una segunda plataforma en la estación de Simi Valley.

5 ¿Qué son las Zonas Tranquilas?

Las Zonas Tranquilas reducen el nivel de ruido en la comunidad limitando dónde y cuándo los trenes pueden sonar su silbato. Una ciudad puede solicitar la designación federal de Zona Tranquila una vez realizadas las mejoras correspondientes.

6 ¿Cuáles son los beneficios para la comunidad?

El Proyecto de Doble Vía en Simi Valley generará nuevos empleos y oportunidades de negocio, mejorará la seguridad de los peatones, vehículos y tranas, proporcionará beneficios al medio ambiente e incrementará la frecuencia y confiabilidad del servicio de MetroLink. De este modo, el condado de Ventura se beneficiará de una menor congestión de tráfico y emisiones en las autopistas adyacentes, reduciendo así el número de accidentes, la contaminación del aire y las emisiones y el consumo energético. La construcción de una segunda plataforma contribuirá a una menor congestión de acceso a la estación de Simi Valley, donde 86,000 pasajeros suben a bordo cada año. Las mejoras en los cruces permitirán a la ciudad solicitar la designación de Zona Tranquila para reducir el ruido.

7 ¿Cómo beneficiarán las mejoras del Proyecto de Doble Vía en Simi Valley a los conductores?

En el futuro, los pasajeros irán a una estación y no tendrán que esperar más de 30 minutos al siguiente tren en ninguna de las direcciones. El tiempo de viaje de los pasajeros se reducirá gracias a una mayor velocidad y fluidez del servicio. Las mejoras del proyecto y la renovación de la infraestructura permitirán a MetroLink ofrecer un servicio más confiable y seguro a los pasajeros.

8 ¿Cuáles son los beneficios económicos para el área?

La Corporación de Desarrollo Económico de Los Ángeles (LAEDC) fue contratada para realizar un estudio de evaluación del impacto de la inversión en construcción del programa SCORE. Los beneficios de SCORE harán la región más atractiva para los millones de visitantes que se esperan en el Sur de California para los Juegos Olímpicos de Verano de 2028 y promoverán la prosperidad regional en las próximas décadas. Con la nueva demanda de servicios y futuro financiamiento, los residentes del condado de Ventura podrán esperar 4,800 nuevos puestos y \$9.12 en producto bruto interno para 2028. Para 2050, habrá 77,600 nuevos puestos y la actividad económica generará un total de \$33,700 millones.

9 ¿Cuál es el plazo de ejecución del Proyecto de Doble Vía en Simi Valley?

Está previsto que el proceso de estudio ambiental se complete en el invierno de 2020 y la revisión de los diseños, en el verano de 2023. La tramitación de las licencias y permisos se espera que comience en la primavera de 2021. El inicio de la fase de mejoras del segmento 1 está programado para la primavera de 2024 y se espera que concluya en la primavera de 2025.

10 ¿Dónde puedo obtener más información acerca de este Proyecto?

Para obtener más información, visite metrolinktrains.com/score.



SIMI VALLEY DOUBLE TRACK PROJECT SCORE

WHY ARE WE HERE?

- TO OBTAIN YOUR COMMENTS ON THE PROPOSED SIMI VALLEY DOUBLE TRACK PROJECT**
- TO ANSWER YOUR QUESTIONS ABOUT THE ENVIRONMENTAL PHASE**

METROLINK. GET MORE WITH SCORE

SIMI VALLEY DOUBLE TRACK PROJECT SCORE

WHY THIS PROJECT?

- Safer, more reliable service – this project, when combined with other SCORE Phase I projects, would enable more frequent service when demand and funding exist**
- Facilitate bi-directional service on 30-minute headways during peak commute hours**
- Facilitate the establishment of quiet zones in coordination with the City of Simi Valley**

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SIMI VALLEY DOUBLE TRACK PROJECT SCORE

PURPOSE OF THE SCOPING MEETING

- Provide information regarding the proposed project**
- Describe the environmental review process for the upcoming Draft EIR**
- Provide an opportunity for the public input regarding the scope of the upcoming EIR**

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SIMI VALLEY DOUBLE TRACK PROJECT SCORE

PROJECT OVERVIEW

- Simi Valley Double Track Improvements**
- Improve up to five times faster for the establishment of quiet zones**
- Improve service reliability**
- Improve service frequency**
- Improve service speed**
- Improve service capacity**
- Improve service reliability**
- Improve service frequency**
- Improve service speed**
- Improve service capacity**

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SIMI VALLEY DOUBLE TRACK PROJECT



PROJECT OVERVIEW

Simi Valley Double Track Project would add 2.15 miles of track improvements

Improve up to five at-grade crossings within the project limits to enable for the establishment of one or more Quiet Zone corridors

Improvements would include new track panels and warning devices at the following at-grade crossings: Sequoia Avenue, Tapo Canyon, Tapo Street, East Los Angeles, and Hidden Ranch Drive

Simi Valley Station would include a new pedestrian underpass and second platform

The project is being delivered as part of Metrolink's Southern California Optimized Rail Expansion (SCORE) Program

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SIMI VALLEY DOUBLE TRACK PROJECT



PROJECT MAP

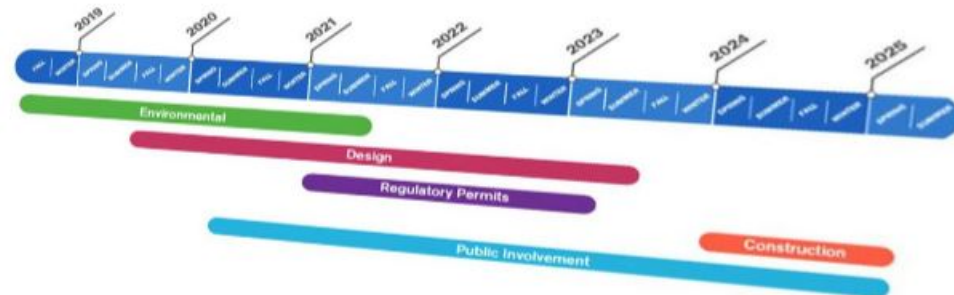


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SIMI VALLEY DOUBLE TRACK PROJECT



PROJECT TIMELINE



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SCORE Southern California Optimized Rail Expansion

SIMI VALLEY DOUBLE TRACK PROJECT





SIMI VALLEY DOUBLE TRACK PROJECT



CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

To inform decision-makers and the public of a project's potential environmental impacts and disclose potential impacts on the environment

Increase public understanding of and participation in environmental review process

Identify ways to avoid or reduce potential impacts through mitigation measures or alternatives

GET MORE WITH SCORE



SIMI VALLEY DOUBLE TRACK PROJECT



WHAT IS AN ENVIRONMENTAL IMPACT REPORT (EIR)?

EIR informs the public and public agency decision makers of significant environmental effects of a proposed project

EIR identifies possible ways to minimize environmental effects and describes alternatives considered to the project

EIR contains information about rare or endangered plants and animals, noise and air pollution and possible community disruptions



GET MORE WITH SCORE

SIMI VALLEY DOUBLE TRACK PROJECT

NOTICE OF PREPARATION (NOP)

NOP lets the public know that an environmental report (EIR) will be prepared

Contains a brief description of the project, its location and where documents relating to the project can be found

Notifies responsible agencies and other interested parties that an EIR will be prepared

Solicits input regarding the scope and content of upcoming EIR

Distributed for a public review period from November 2020 to December 18, 2020



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SIMI VALLEY DOUBLE TRACK PROJECT

SCORE

TOPICS TO BE EVALUATED IN THE EIR INCLUDE

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Recreation
- Public Services
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Wildfire Hazards
- Mineral Resources
- Noise and Vibration
- Population/Housing
- Tribal Cultural Resources
- Transportation/Traffic
- Cumulative Impacts
- Growth Inducing Impacts

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SIMI VALLEY DOUBLE TRACK PROJECT

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HOW CAN YOU PROVIDE INPUT?



WRITTEN COMMENTS

Attn: Chris Haskell
 SCORE Deputy Program Manager
 900 Wilshire Blvd., Ste. 1500
 Los Angeles, CA 90017



EMAILED COMMENTS VIA THE VIRTUAL MEETING ROOM OR VIA THE EMAIL ADDRESS BELOW

- communityrelations@scrra.net
- metrolinktrains.com/about/agency/score/simi-valley-project/

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SIMI VALLEY DOUBLE TRACK PROJECT

SCORE

NEXT STEPS

- Review comments received during scoping period*
- Prepare technical studies and Draft EIR*
- Circulate Draft EIR for public review*
- Hold public meetings*
- Prepare responses to comments and Final EIR*
- EIR Certification and Project Approvals*

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Appendix C

Appendix C.2 Virtual Meeting Room Project Boards

WHY ARE WE HERE?



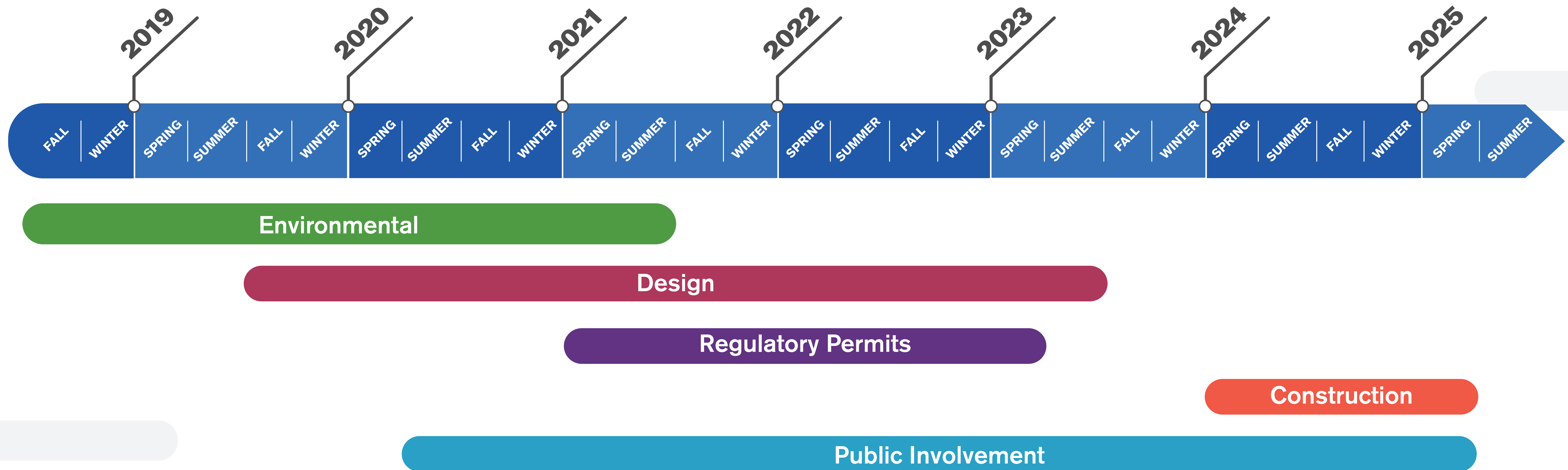
**TO OBTAIN YOUR COMMENTS ON THE PROPOSED
SIMI VALLEY DOUBLE TRACK PROJECT**



**TO ANSWER YOUR QUESTIONS ABOUT THE
ENVIRONMENTAL PHASE**



PROJECT TIMELINE



PROJECT MAP



PROJECT OVERVIEW

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Facilitate bi-directional service on 30-minute headways during peak commute hours

Facilitate the establishment of quiet zones in coordination with the City of Simi Valley

NOTICE OF PREPARATION (NOP)

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Contains a brief description of the project, its location and where documents relating to the project can be found

Notifies responsible agencies and other interested parties that an EIR will be prepared

Solicits input regarding the scope and content of the upcoming EIR

Distributed for a public review period from November 6, 2020 to December 18, 2020

PURPOSE OF THE SCOPING MEETING

Provide information regarding the proposed project

Describe the environmental review process for the upcoming Draft EIR

Provide an opportunity for the public input regarding the scope of the upcoming EIR

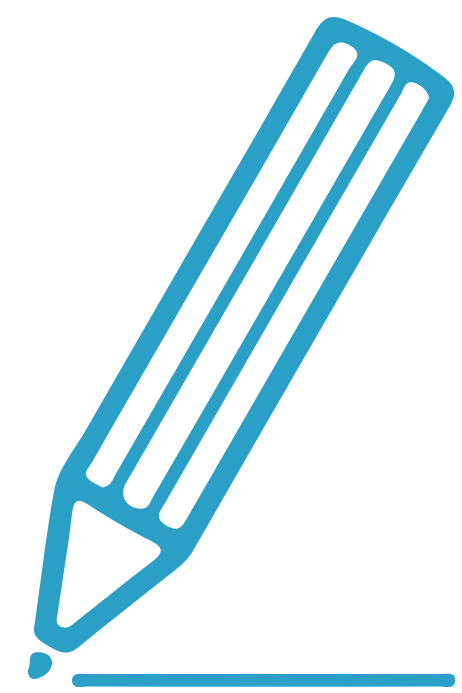
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

To inform decision-makers and the public of a project's potential environmental impacts and disclose potential impacts on the environment

Increase public understanding of and participation in environmental review process

Identify ways to avoid or reduce potential impacts through mitigation measures or alternatives

HOW CAN YOU PROVIDE INPUT?



WRITTEN COMMENTS

Attn: Chris Haskell
SCORE Deputy Program Manager
900 Wilshire Blvd., Ste. 1500
Los Angeles, CA 90017



EMAILED COMMENTS VIA THE VIRTUAL MEETING ROOM OR VIA THE EMAIL ADDRESS BELOW



communityrelations@scrra.net



metrolinktrains.com/about/agency/score/simi-valley-project/

NEXT STEPS

Review comments received during scoping period

Prepare technical studies and Draft EIR

Circulate Draft EIR for public review

Hold public meetings

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EIR Certification and Project Approvals

WHAT IS AN ENVIRONMENTAL IMPACT REPORT (EIR)?

EIR informs the public and public agency decision makers of significant environmental effects of a proposed project

EIR identifies possible ways to minimize environmental effects and describes alternatives considered to the project

EIR contains information about rare or endangered plants and animals, noise and air pollution and possible community disruptions

TOPICS TO BE EVALUATED IN THE EIR INCLUDE

- **Aesthetics**
- **Agricultural Resources**
- **Air Quality**
- **Biological Resources**
- **Cultural Resources**
- **Geology and Soils**
- **Recreation**
- **Public Services**
- **Energy**
- **Greenhouse Gas Emissions**
- **Hazards and Hazardous Materials**
- **Hydrology and Water Quality**
- **Land Use and Planning**
- **Wildfire Hazards**
- **Mineral Resources**
- **Noise and Vibration**
- **Population/Housing**
- **Tribal Cultural Resources**
- **Transportation/Traffic**
- **Cumulative Impacts**
- **Growth Inducing Impacts**

Appendix C

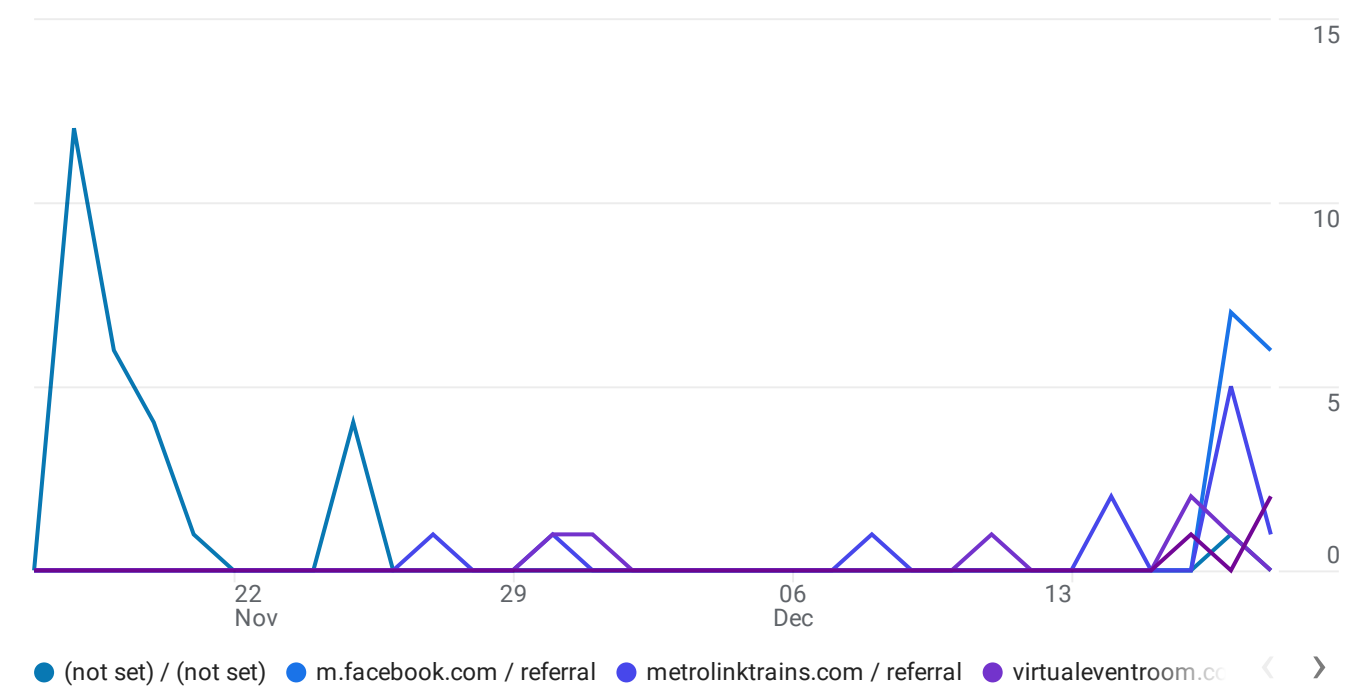
Appendix C.3 Virtual Meeting Room Google Analytics

Traffic acquisition: Session source/medium

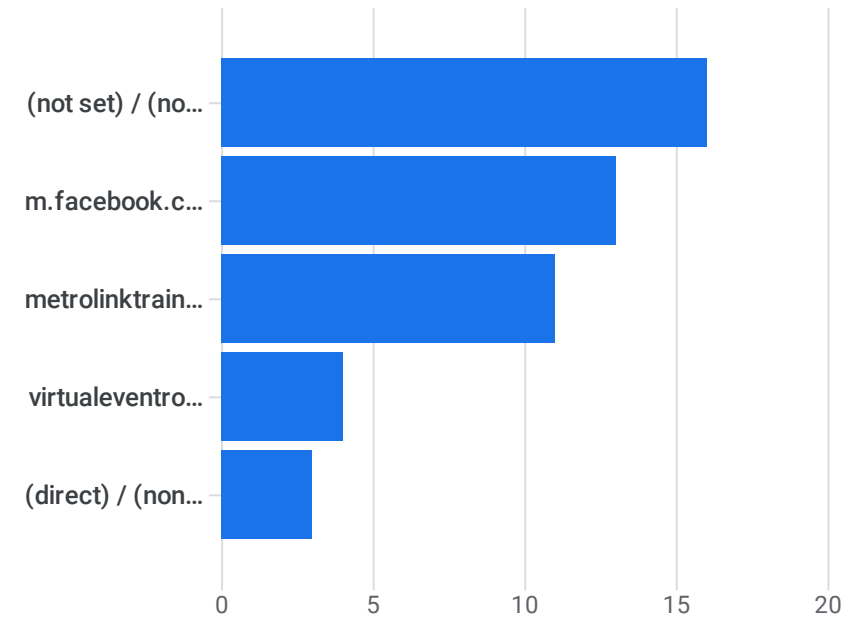
Custom Nov 17 - Dec 18, 2020

All Users Add comparison

Users by Session source/medium over time



Users by Session source/medium

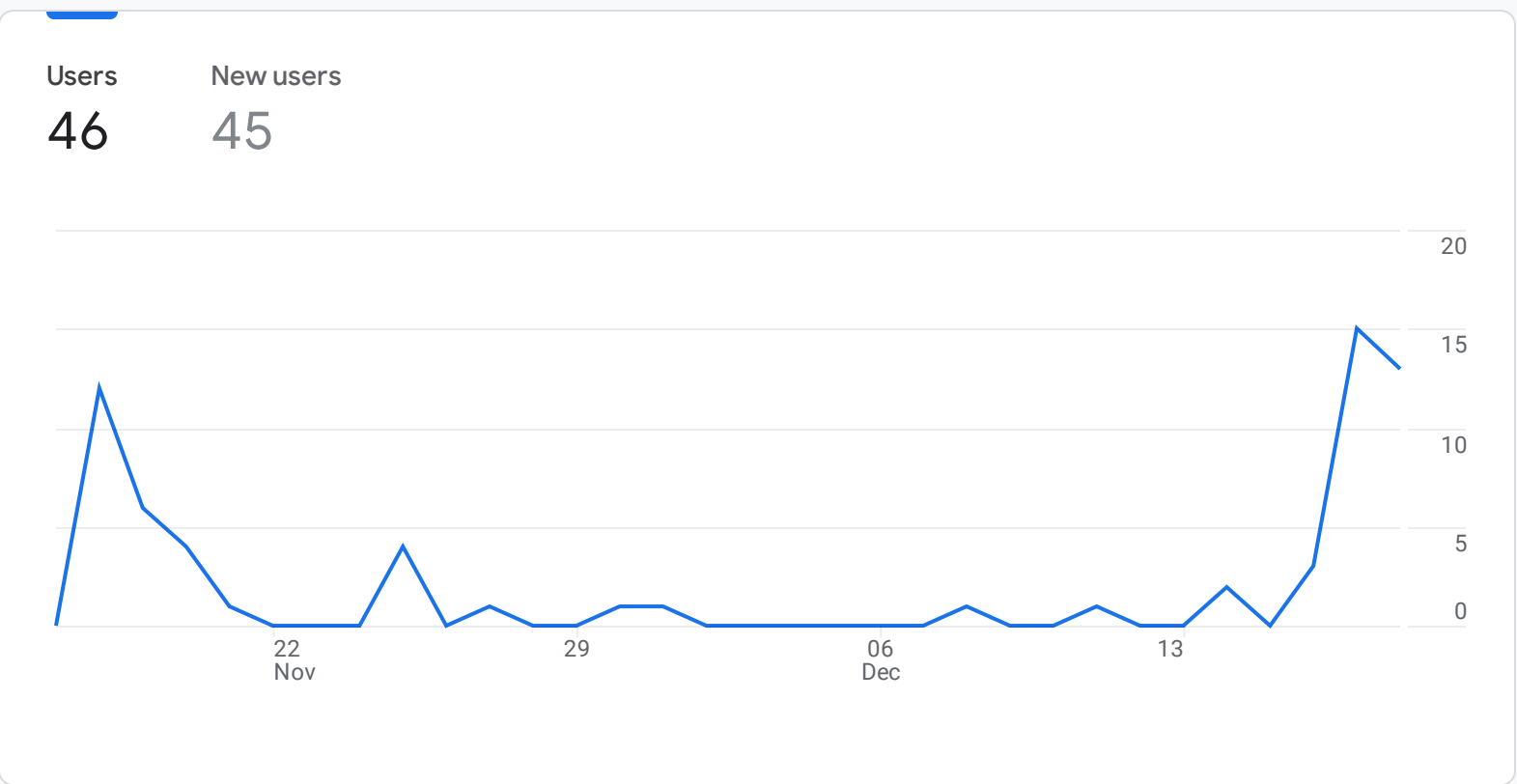


Session source/medium	Users	Sessions	Engaged sessions	Average engagement time per session	Engaged sessions per user	Events per session	Engagement rate	Event count	Conversions	Total revenue
Totals	46	81	34	1m 14s	0.739	15.963	41.98%	1,293	0	\$0.00
1 (not set) / (not set)	16	38	0	1m 27s	0	18.105	0%	688	0	\$0.00
2 m.facebook.com / referral	13	13	12	1m 07s	0.923	12.462	92.31%	162	0	\$0.00
3 metrolinktrains.com / referral	11	12	10	0m 40s	0.909	15.917	83.33%	191	0	\$0.00
4 virtualeventroom.com / referral	4	8	3	0m 26s	0.75	10.625	37.5%	85	0	\$0.00
5 (direct) / (none)	3	3	3	2m 28s	1	19	100%	57	0	\$0.00
6 l.facebook.com / referral	3	3	2	2m 07s	0.667	8.333	66.67%	25	0	\$0.00
7 azmltwebp1.metrolinktrains.com / referral	1	1	1	2m 28s	1	29	100%	29	0	\$0.00
8 facebook.com / referral	1	1	1	0m 02s	1	5	100%	5	0	\$0.00
9 localhost:8888 / referral	1	2	2	1m 39s	2	25.5	100%	51	0	\$0.00

Acquisition overview [✔](#)

Custom Nov 17 - Dec 18, 2020 ▾

A All Users [Add comparison +](#)



New users by User medium ▾

USER MEDIUM	NEW USERS
referral	39
(none)	6

[View user acquisition →](#)

Sessions ▾ by Session medium ▾

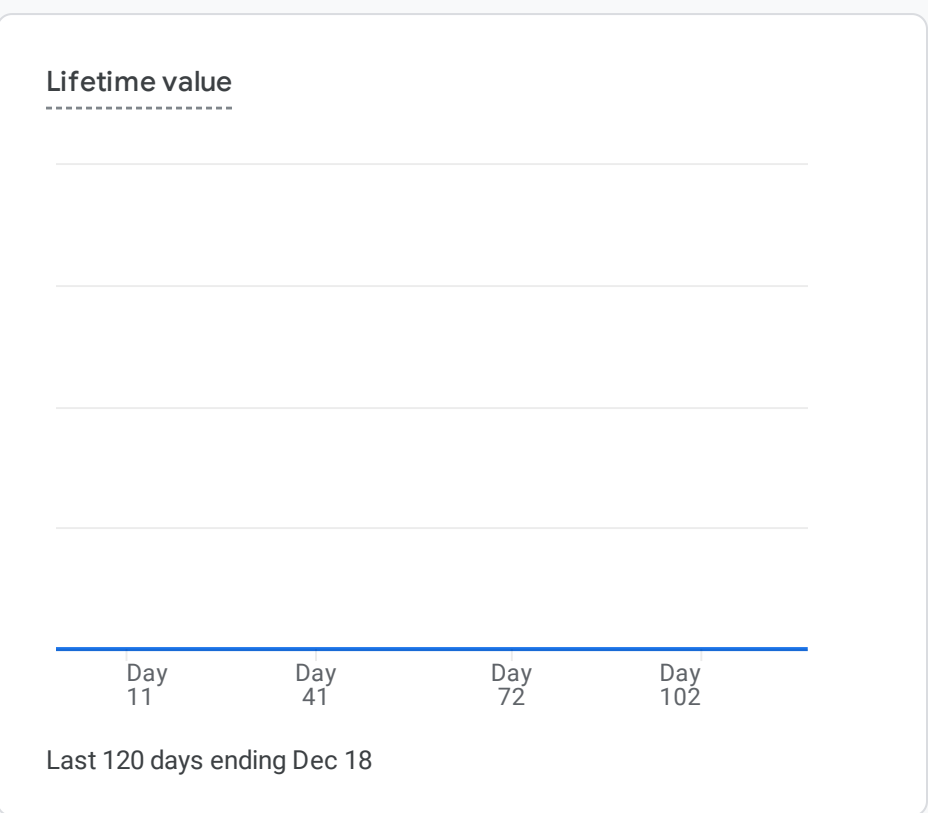
SESSION MEDIUM	SESSIONS
referral	40
(none)	3

[View traffic acquisition →](#)

Sessions ▾ by Session campaign ▾

SESSION CAMPAIG...	SESSIONS
No data available	

[View Google Ads campaigns →](#)

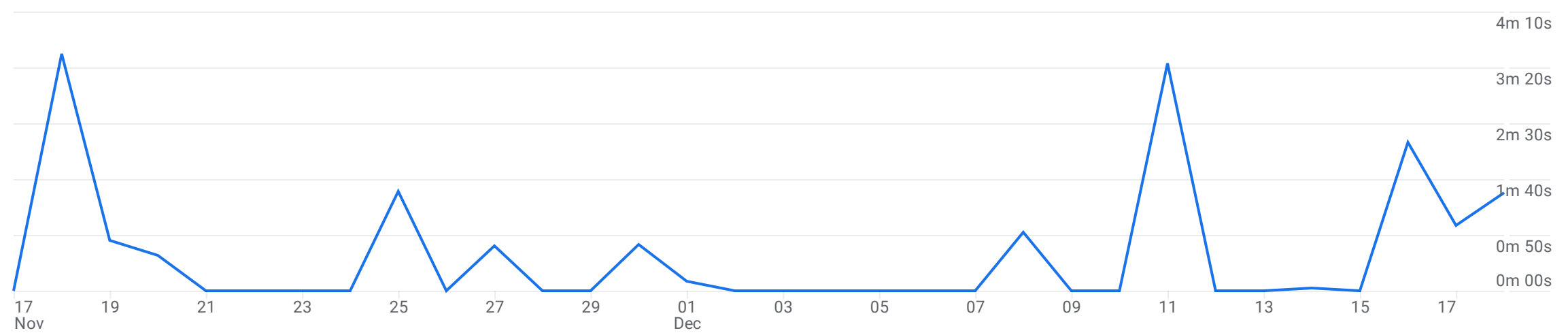


Engagement overview [📄](#)

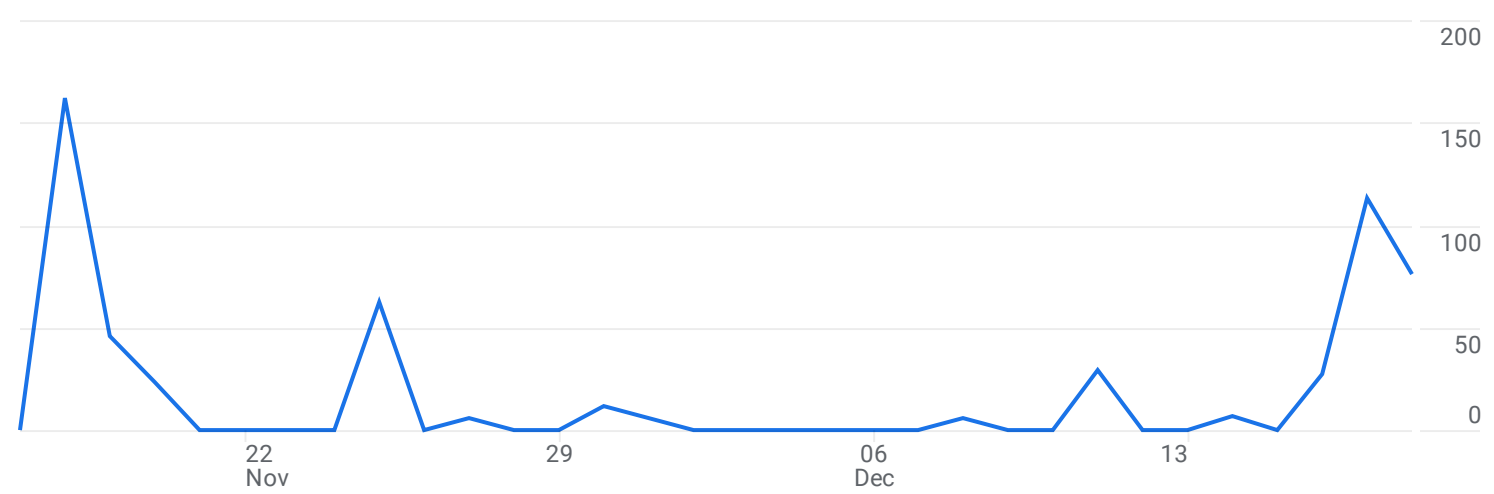
Custom **Nov 17 - Dec 18, 2020** ▾

A All Users Add comparison +

Average engagement time **2m 11s** Engaged sessions per user **0.83** Average engagement time per session **1m 14s**



Views **575** Event count **1.3K**



Event count by Event name

EVENT NAME	EVENT COUNT
page_view	575
scroll	341
user_engagement	235
session_start	81
first_visit	45
click	16

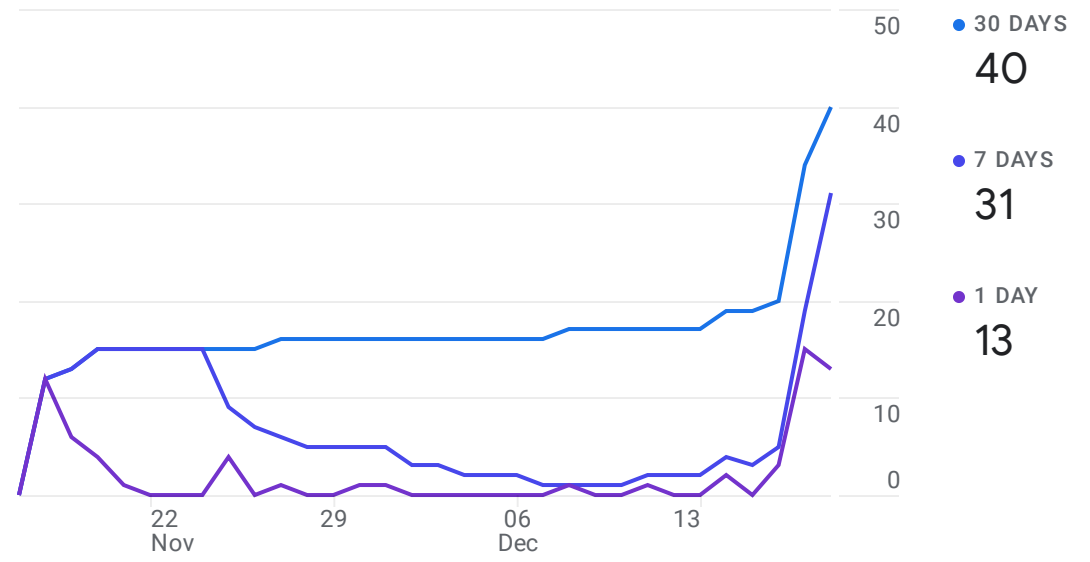
[View events →](#)

Views by Page title and screen class

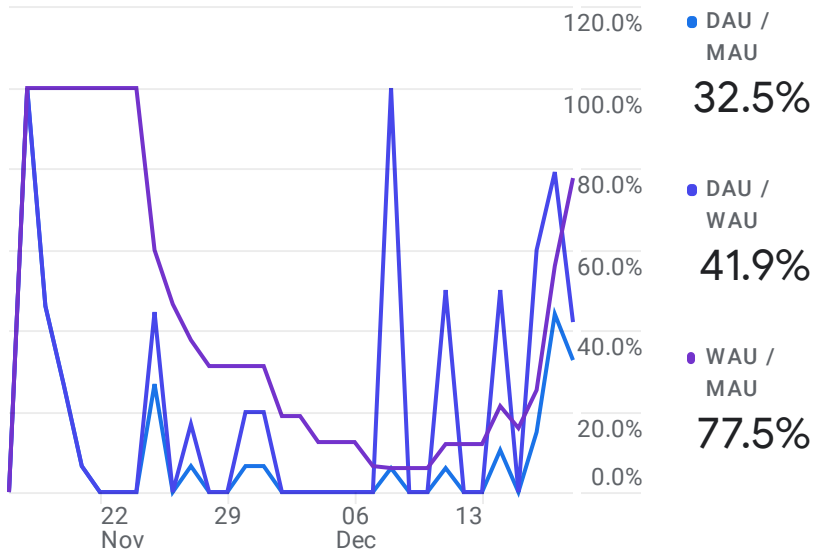
PAGE TITLE AND SCREEN CLASS	VIEWS
Metrolink SCORE - Simi Valley	497
Simi Valley Double Track Project	78

[View pages and screens →](#)

User activity over time



User stickiness



Appendix D

Zoom Materials

Appendix D.1 Zoom Chat Box Prompt

Appendix D.2 Zoom Participant List

Appendix D

Appendix D.1 Zoom Chat Box Prompt

01:00:03 Chat Box Moderator : Welcome to the Metrolink SCORE Public Scoping Meeting Webinar for the proposed Simi Valley Double Track Project. If you would like to listen to the presentation in Spanish, please call (833) 548-0276; Webinar ID: 835 8520 7206.

01:00:50 Chat Box Moderator : Bienvenido al seminario web de la reunión de alcance público SCORE de Metrolink para el proyecto propuesto de doble vía de Simi Valley. Si desea escuchar la presentación en español, llame al (833) 548-0276; ID del seminario web: 835 8520 7206.

01:09:46 Chat Box Moderator : Webinar Participation Rules

1. If you would like to ask a question, open the Participants tab and click on the "Raise Hand" button.
2. The moderator will call on you when it is your turn to speak and will unmute your line.
3. Please ask one question at a time.
4. Please be respectful. Disruptive participants will be removed from the webinar.
5. If you are having a technical problem, please send a message via the webinar chat.

01:09:57 Chat Box Moderator : Reglas de Participación del Seminario Web

1. Si desea hacer una pregunta, abra la pestaña de Participantes y haga clic en el botón de "Levantar la mano."
2. El moderador lo llamará cuando sea su turno de hablar y anulará el silencio de su línea.
3. Por favor de hacer una pregunta a la vez.
4. Por favor sea respetuoso. Los participantes perturbadores serán sacados del seminario web.
5. Si tiene un problema técnico, envíe un mensaje a través del chat del seminario web.

01:10:44 Chat Box Moderator : Following our presentation, we will host a Question and Answer portion.

01:10:54 Chat Box Moderator : Después de nuestra presentación, presentaremos una sección de preguntas y respuestas.

01:25:07 Chat Box Moderator : You can submit formal written comments via:

1. Email at communityrelations@scrra.net
2. Virtual Meeting Room at virtualeventroom.com/metrolink/score/simi-valley/
3. Mail

Attn: Chris Haskell

SCORE Deputy Program Manager

900 Wilshire Boulevard, Suite 1500

Los Angeles, CA 90017

01:25:24 Chat Box Moderator : Puede enviar comentarios formales por escrito a través de:

1. Correo electrónico a communityrelations@scrra.net
2. La Sala de Reuniones Virtual en virtualeventroom.com/metrolink/score/simi-valley/
3. Correo

Attn: Chris Haskell

SCORE Deputy Program Manager

900 Wilshire Boulevard, Suite 1500

Los Angeles, CA 90017

01:26:47 Chat Box Moderator : Please visit the Virtual Meeting Room (virtualeventroom.com/metrolink/score/simi-valley/) to review project boards and materials, a flyover video of the project area and to provide comments.

01:26:58 Chat Box Moderator : Por favor visite la Sala de Reuniones Virtual (virtualeventroom.com/metrolink/score/simi-valley/) para ver los tableros y materiales del proyecto, un video sobre el área del proyecto y para hacer comentarios.

01:39:40 Chat Box Moderator : Thank you for your participation in the Simi Valley Double Track Project Scoping Meeting.

01:39:50 Chat Box Moderator : Gracias por su participación en la Reunión de Alcance del Proyecto de Doble Vía de Simi Valley.

Appendix D

Appendix D.2 Zoom Participant List

Simi Valley Double Track Project Scoping Meeting Attendance Report

Panelist Details	
User Name (Original Name)	Email
Alex Davis	DavisA@scrra.net
Liz Lun	LunE@scrra.net
Chris Haskell	HaskellC@scrra.net
Chris Haskell	HaskellC@scrra.net
Nijeria Whitfield (Nijeria Whitfield,)	whitfieldn@scrra.net
Erica Boatman	ebdixon@mbimedia.com
Chat Box Moderator (Liz Mazariegos)	emazariegos@mbimedia.com
Nina Delu	nina.delu@hdrinc.com
Nina Delu	nina.delu@hdrinc.com
Justin Fornelli	Fornellij@scrra.net
Jeff Dunn	DunnJ@scrra.net
Jeff Dunn	DunnJ@scrra.net
Sylvia Novoa	NovoaS@scrra.net
Colm McKenna	McKennaC@scrra.net
Clint Meyer	clint.meyer@hdrinc.com
Brad Jensen	Brad@mbimedia.com
Esther Hermida	zinnesther@gmail.com

Attendee Details			
User Name (Original Name)	First Name	Last Name	Email
Dick	Dick		dick.sal@att.net
Chris Bess	Chris	Bess	chris.bess@disney.com
Elaine Litster	Elaine	Litster	harplits@earthlink.net
George Bowman	George	Bowman	gbsquared01@earthlink.net
G Bowman	G	Bowman	gbsquared@earthlink.net
Simi Valley Chamber of Commerce	Simi	Valley Chamber of Commerce	kathi@simichamber.org
cnorth	cnorth		ch_calina822@yahoo.com
maunu	maunu		maunujd@twc.com
Eric Chen	Eric	Chen	Echen@simivalley.org
Claire Grasty	Claire	Grasty	cgrasty@goventura.org

D. F. Doe	D.	F. Doe	dennis.f.doe@gmail.com
Bree Robertoy	Bree	Robertoy	brobertoy@katzandassociates.com
Karen	Karen		ksmith@simivalley.org
Joyce McCarthy	Joyce	McCarthy	steampunkmollyprod@gmail.com
George Bowman	George	Bowman	george.bowman@hotmail.com

Appendix E

Simi Valley Collected Comments

Appendix E.1 Comment Database Matrix

Appendix E.2 Submitted Letters

Appendix E

Appendix E.1 Comment Database Matrix

#	Time Period	Date	Method of Contact	First Name	Last Name	Stakeholder	Community Or	Phone #	Email	Address	City	State	Zip Code	Comment Received	Topic
1	Public Comment Period	11/06/20	Letter	Teresa	Jordan	Individual Stakeholder				3152 Shad Court	Simi Valley	CA	93063	See attached letter	Concerns with pedestrian undercrossing
2	Public Comment Period	11/10/20	Letter	Nancy	Gonzalez-Lopez	Elected Officials & Government	Native American Heritage Commission	(916) 373-3710	nancy.gonzalez-lopez@nahc.ca.gov	1550 Harbor Boulevard, Suite 100	West Sacramento	CA	95691	See attached letter	Consultation with California Native American tribes
3	Public Comment Period	11/12/20	Letter	Marvin E.	Norman	Community Organization	Biking Alliance	(909) 800-4322	minorman@iebike.org	P.O. BOX 9286	Redlands	CA	92375	See attached letter	Additional topics to be included in the study
4	Public Comment Period	11/17/20	Project Website	Barry	Frazier	Individual Stakeholder			bfrazier13@aol.com	2732 Galena Ave	Simi Valley	CA	93065	we need more quiet zones, there is too much horn blowing thank you for your consideration.	Quiet Zones
5	Public Comment Period	11/18/20	Chat Box	Elaine	Lister	Individual Stakeholder	Simi Valley Council		harplits@earthlink.net					<p>1. How many more passenger stops in Simi Valley does this provide? And what is meant by a quiet zone? Does this simply mean no horn honking or is there something else that makes things more quiet?</p> <p>2. With an employee who gets off the train in Simi Valley, I was simply asking if this meant more opportunities for him to come and go. Where is the nearest other double track location? Northridge?</p> <p>3. If the city files for a quiet zone application, in the case of a problem/accident, does this change who is liable?</p> <p>4. I am a bit concerned about traffic disruption. When the project starts, is the work done at night or during the day?</p>	<p>1. # of passenger stops & Quiet Zones</p> <p>2. Other Double Track locations</p> <p>3. Accident liability</p> <p>4. Traffic</p>
6	Public Comment Period	11/18/20	Chat Box	Dick		Individual Stakeholder			dick.sai@at.net					How does adding 2.2mi of track provide 30M spacing of trains...will you be adding additional trains	Track Addition
7	Public Comment Period	11/18/20	Chat Box	Chris	Bess	Individual Stakeholder			chris.bess@disney.com					Sorry if I missed it, but where are the quiet zone corridors?	Quiet Zones
8	Public Comment Period	11/18/20	Online Comment Form VMR and VMR Registration	Patrick	Moran	Individual Stakeholder		(805) 5223362	jmpm78@aol.com	2042 Coleman Ct	Simi Valley	CA	93063	Will these projects affect the eventual electrification of the Metrolink Ventura County line? Will these projects affect the long term plans of SanSan or Lossan to build a Los Angeles Avenue flyover the railroad track(s). Once this is completed when can you connect this 2+ mile section with the current 2+ mile double track from outside the Santa Susana tunnel to approximately Yosemite Avenue? I do not know the control points involved but it seems to be about a mile in length on Google maps. This would make a five mile long double track segment at the Ventura County portal to the Santa Susana railroad tunnel. I don't realistically expect to see a second tunnel under the Santa Susana mountains in my lifetime -- well	VCL Impacts Santa Susana Plans
9	Public Comment Period	11/19/20	Online Comment Form VMR	Chris	Ploski	Individual Stakeholder			chris@venstar.com	3049 Paige Ave	Simi Valley	CA	93063	Very pleased with the project as presented. One item that doesn't seem to be addressed in this is the Katherine Rd crossing - is there any plan to improve that crossing to support a quiet zone at every single at-grade railroad crossing in the city? If not could that be added to this or a later phase of this project? Thank you.	Project Support
10	Public Comment Period	12/01/20	Letter	Miya	Edmonson	Public Agency	Department of Transportation, District 7	(213) 266-3571	anthony.higgins@dot.ca.gov	100 S Main St, Ste 100	Los Angeles	CA	90012	See attached letter	Project Support Intention to Review DEIR
11	Public Comment Period	12/14/20	Letter	Erinn	Wilson	Public Agency	Department of Fish and Wildlife	(858) 467-4201	Baron.Barrera@wildlife.ca.gov	3883 Ruffin Road	San Diego	CA	92123	See attached letter	Intention to Review DEIR
12	Public Comment Period	12/17/20	Online Comment Form VMR and VMR Registration	Rebecca	Albarran	Individual Stakeholder		(805) 3040198	rebeccaalbarran1218@gmail.com					Sounds great! Thank you for providing this information in Spanish as well. I was able to screenshot and share with family and friends. I like that this will decrease commute times!!! Let's continue to improve transportation	Project Support Distributed Information
13	Public Comment Period	12/18/20	Online Sign-In Form VMR	Melissa	Simon	Media	Acorn Newspaper		melissa@theacorn.com						
14	Public Comment Period	12/18/20	Online Sign-In Form VMR	Jackson	Piper	Community Organization	Ventura County YIMBY		jacksonepiper@gmail.com	248 McKnight Road	Newbury Park	CA	91320		
15	Public Comment Period	12/18/20	Email	Jackson	Piper	Community Organization	Ventura County YIMBY		jacksonepiper@gmail.com	248 McKnight Road	Newbury Park	CA	91320	See attached	Project Support
16	Public Comment Period	12/18/20	Letter	Ryan	Valencia	Individual Stakeholder	Resident, 3rd District							See attached	Project Support
17	After Public Comment Period	12/19/20	Online Comment Form VMR	Max	Ghenis	Community Organization	Ventura County YIMBY	(650) 630-3657	mghenis@gmail.com	3733 Islander Walk	Simi Valley	CA	93035	I support this project - commuters need more and better alternatives to vehicles.	Project Support

Appendix E

Appendix E.2 Submitted Letters

3152 Shad Court
Simi Valley, CA 93063
November 6, 2020

Mr. Chris Haskell
SCRRA
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

Re: "Simi Valley Double Track and Platform Project".

Dear Mr. Haskell:

I have concerns regarding the pedestrian undercrossing (underpass), the double track, the second platform, the supplemental safety measures and signal improvements at the existing at-grade crossing at Sequoia Avenue, future applications to the California Public Utilities Commission and the Federal Railroad Administration, hydrology, geology, wildfire, air quality, noise, and population. I will leave the more technical environmental subjects to others. My focus is on Population: the disabled, the elderly, families with young children, & teen populations.

According to the Public Notice of Preparation and Public Scoping Meeting, "An Initial Study was not prepared for this Project"!!!!!! While the SCORE Simi Valley Double Track Project: Ventura County Line, and the Metrolink-SCORE-Simi-Valley-Fact-Sheet information on the website are informational, it would have been ideal and helpful to include a line of site(visual) plan of how the pedestrians (disabled, elderly, families with children, and teenagers) would utilize the underpass(undercrossing)!!!!!! Will they be crossing the double tracks, etc.? I have not ridden the train, but family members have for years. I have taken them to the train station, and picked them up. I have waited at the existing platform, and walked around the area. I have noticed that riders(especially the disable, and elderly) need more time to board the train, let alone get in their seats!!!!!! I have witnessed young children run around the platform. I have seen riders of all ages wait extremely close to the train's cars' wheels to board; Metrolink wants to make the trips faster, and to increase the number of trips!!!!!!

With regards to the at-grade Sequoia Avenue crossing improvements, the SCORE Simi Valley Double Track Project: Ventura County Line information states that the improvements at this crossing are "(optional)"; this differs from the information in the Public Notice of Preparation and Public Scoping Meeting. It must not be optional!!!!!!

The City of Simi Valley Erringer Road and Sycamore Drive railroad crossings underwent major improvements(2018 to 2019?)!!!!!! Will the proposed at-grade improvements to the listed SCORE Simi Valley Double Track Project: Ventura County Line railroad crossings' locations be the same type of upgrades?

I have notified family in Thousand Oaks, and soon will inform family in Moorpark about the Project; they used the Metrolink train service to visit family and friends in San Diego County, and Sacramento County before the COVID-19 pandemic crisis. Thank you.

Sincerely,

Mrs. Teresa Jordan

From: jmpm78@aol.com
To: novoas@scrra.net; [Brad Jensen](#); haskellc@scrra.net; [Elizabeth Mazariegos](#)
Subject: SCORE Simi Valley Comment Form
Date: Wednesday, November 18, 2020 5:54:33 PM

From: Patrick Moran
Organization:
Email: jmpm78@aol.com
Phone: 8055223362
Address: 2042 Coleman Ct
Zip: 93063
Comment/Question:

Will these projects affect the eventual electrification of the Metrolink Ventura County line? Will these projects affect the long term plans of SanSan or Lossan to build a Los Angeles Avenue flyover the railroad track(s). Once this is completed when can you connect this 2+ mile section with the current 2+ mile double track from outside the Santa Susana tunnel to approximately Yosemite Avenue? I do not know the control points involved but it seems to be about a mile in length on Google maps. This would make a five mile long double track segment at the Ventura County portal to the Santa Susana railroad tunnel. I don't realistically expect to see a second tunnel under the Santa Susana mountains in my lifetime -- well

Staff Contact:

*You received this message because Patrick Moran submitted feedback regarding the SCORE Simi Valley Project.

Regards,
System Administrator

NATIVE AMERICAN HERITAGE COMMISSION

November 10, 2020

Chris Haskell
Southern California Regional Rail Authority
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

Re: 2020110122, Simi Valley Double Track Project, Ventura County

Dear Mr. Haskell:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
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William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p: 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All 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.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse



INLAND EMPIRE BIKING ALLIANCE

12 November 2020

Chris Haskell
SCRRA
900 Wilshire Boulevard Suite 1500
Los Angeles, CA 90017

Re: Simi Valley Double Track Project Notice of Preparation (SCH #2020110122)

Dear Chris,

I am writing today on behalf of the Inland Empire Biking Alliance, a nonprofit dedicated to making sure that people from all rolls of life have access to the spaces they need for safe and convenient travel by bike. This letter is in response to the Notice of Preparation for the Simi Valley Double Track Project (“Project”), which has been released and available for comment. After reviewing the documents, the following things would be beneficial for inclusion in the study which is to be completed for the Project.

One keen area of interest is for the planned tunnel to connect the platforms. According to the document, it is stated that it would have dimensions of 10.5 feet tall by 14 feet wide. This meets the standard set forth in 7.8.2 *Underpasses* in the SCRRA Design Criteria Manual for height¹, but is two feet short for width. Additionally, guidelines from the CROW manual recommend that bicycle (and pedestrian) tunnels should be designed so that the walls open to be wider at the top than at the base². (If a width beyond 16 feet is simply not feasible, one remedy in this matter could be to maintain the planned 14-foot width at the bottom of the tunnel, but increase it to the full 16 feet at the top.) The provision of sloping walls and/or additional width to 16 feet needs to be included in the study for the EIR.

It is also noted that there is a desire to follow CPTED principles. Several other measures in the CROW manual beyond the walls are helpful in that regard. They include ensuring that lighting inside the tunnel presents a smooth gradient from outside the tunnel to in, that the walls of the tunnel include a color gradient which becomes progressively lighter the closer one gets to the middle of the tunnel, perhaps including the use of colors, and an opening between the tracks which would allow

¹ SCRRA (2014). Design Criteria Manual. Retrieved online from https://metrolinktrains.com/globalassets/about/engineering/scrra_design_criteria_manual.pdf.

² Koster, I. W., & Groot, R. D. (2016). *Design manual for bicycle traffic*. Ede, NL: CROW Media.



INLAND EMPIRE BIKING ALLIANCE

natural light to enter the tunnel. Doing so provides an environment which is more pleasant for people to use, especially at times when it is dark³.

The other major concern is for the Arroyo Simi Trail (“Trail”) which runs along the south side of the tracks through a portion of the Project area. Based on measurements on Google Maps, the existing tracks are approximately 27 feet north of the Trail at closest approach through the Project area. Given that the Project improvements would be constructed south of the existing track, they would undoubtedly impact the Trail as there is not enough room to meet SCRRA’s clearance requirements for two tracks and also meet the clearance requirements set forth in the SCRRA rail-with-trail guidelines⁴, which would be an impact on parks and open space under CEQA. The EIR should be sure to include study which would identify how to ensure that continuity of the Trail is maintained both during construction and after completion of the Project.

Finally, as stated in the NOP, completion of the Project would allow for 30-minute bidirectional service on the Metrolink Ventura County Line which would greatly improve the usability of the service over the current schedule, making it a true all-day travel option for many. At the same time, bicycling and rail transit can have an extremely synergistic relationship where each mode feeds and nurtures the other⁵⁶⁷⁸⁹¹⁰. The presence of the Arroyo Simi Trail directly adjacent the Project provides an ideal opportunity to integrate that sort of connection into the Project itself by providing a direct connection between the Trail and platforms/station underpass. Doing so can go a long way toward helping reduce any GHG and/or traffic impacts which might be attributed to the Project by identifying opportunities where low-stress bikeway access to and potentially improved bike parking at the Simi Valley Station can be realized to help ensure that the forthcoming investment in rail service is matched for maximum positive impact.

³ There are many examples all over The Netherlands of the concept put into practice such as can be viewed in this recent video from the BicycleDutch YouTube channel found here <https://www.youtube.com/watch?v=RXX-KKQNs-Y>.

⁴ SCRRA (2010). SCRRA rail-with-trail design guidelines. Retrieved online from https://metrolinktrains.com/globalassets/about/engineering/rail_with_trail_design_guidelines.pdf.

⁵ Martens, K. (2007). Promoting bike-and-ride: The Dutch experience. *Transportation Research Part A: Policy and Practice*, 41(4), 326-338.

⁶ Sun, Q., Feng, T., Kemperman, A., & Spahn, A. (2020). Modal shift implications of e-bike use in the Netherlands: Moving towards sustainability? *Transportation Research Part D: Transport and Environment*, 78, 102202.

⁷ Rietveld, P. (2000). The accessibility of railway stations: the role of the bicycle in The Netherlands. *Transportation Research Part D: Transport and Environment*, 5(1), 71-75.

⁸ Pritchard, J. P., Stepniak, M., & Geurs, K. T. (2019). Equity analysis of dynamic bike-and-ride accessibility in the Netherlands. In *Measuring Transport Equity* (pp. 73-83).

⁹ Martens, K. (2004). The bicycle as a feeder mode: experiences from three European countries. *Transportation Research Part D: Transport and Environment*, 9(4), 281-294.

¹⁰ Jonkeren, O., Kager, R., Harms, L., & te Brömmelstroet, M. (2019). The bicycle-train travellers in the Netherlands: personal profiles and travel choices. *Transportation*, 1-22.



INLAND EMPIRE BIKING ALLIANCE

In summary, there are a number of things which are in need of further study as part of the EIR process to ensure that a worthy Project does not end up hampering the usefulness of the area for those who travel by bike (or on foot). Additionally, the Project can greatly enhance its positive impact by identifying further connections which would increase the usage at the station and support ridership. This includes both designing and building the Project improvements as well as making sure those additional connections are planned for.

If there are any further questions about these comments, please do not hesitate to reach out for clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Marven E. Norman".

Marven E. Norman, Executive Director

CC: Joey Juhasz-Lukomski, Bike Ventura; Mike Kaiser, Bikecar101; Dan Paranick, Rancho Simi Parks & Recreation District; Live Green Program, City of Simi Valley

From: bafrazier13@aol.com <bafrazier13@aol.com>

Sent: Tuesday, November 17, 2020 8:17 AM

To: Margaret Meadows <mmeadows@arellanoassociates.com>; William Ringland <Wringland@arellanoassociates.com>; Davis, Sabrina <DavisS@scrra.net>; Ledesma, Richard <LedesmaR@scrra.net>

Subject: Public Comment Form Submission - Simi-Valley

Hi Team,

The following Public Comment form submission was received:

Name: **Barry Frazier**

Email: bafrazier13@aol.com

Address: **2732 Galena Ave**

Public Comment: **we need more quiet zones.there is too much horn blowing.thank you for your consideration.**

Thanks,

Episerver System

From: jmpm78@aol.com
To: novoas@scrra.net; [Brad Jensen](#); haskellc@scrra.net; [Elizabeth Mazariegos](#)
Subject: SCORE Simi Valley Comment Form
Date: Wednesday, November 18, 2020 5:54:33 PM

From: Patrick Moran
Organization:
Email: jmpm78@aol.com
Phone: 8055223362
Address: 2042 Coleman Ct
Zip: 93063
Comment/Question:

Will these projects affect the eventual electrification of the Metrolink Ventura County line? Will these projects affect the long term plans of SanSan or Lossan to build a Los Angeles Avenue flyover the railroad track(s). Once this is completed when can you connect this 2+ mile section with the current 2+ mile double track from outside the Santa Susana tunnel to approximately Yosemite Avenue? I do not know the control points involved but it seems to be about a mile in length on Google maps. This would make a five mile long double track segment at the Ventura County portal to the Santa Susana railroad tunnel. I don't realistically expect to see a second tunnel under the Santa Susana mountains in my lifetime -- well

Staff Contact:

*You received this message because Patrick Moran submitted feedback regarding the SCORE Simi Valley Project.

Regards,
System Administrator

From: chris@venstar.com
To: novoas@scrra.net; [Brad Jensen](#); haskellc@scrra.net; [Elizabeth Mazariegos](#)
Subject: SCORE Simi Valley Comment Form
Date: Thursday, November 19, 2020 11:01:25 AM

From: Chris Ploski
Organization:
Email: chris@venstar.com
Phone:
Address: 3049 Paige Ave, Simi Valley, CA
Zip: 93063
Comment/Question:

Very pleased with the project as presented. One item that doesn't seem to be addressed in this is the Katherine Rd crossing - is there any plan to improve that crossing to support a quiet zone at every single at-grade railroad crossing in the city? If not could that be added to this or a later phase of this project? Thank you.

Staff Contact:

*You received this message because Chris Ploski submitted feedback regarding the SCORE Simi Valley Project.

Regards,
System Administrator

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3571
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

December 1, 2020

Chris Haskell
Southern California Regional Rail Authority
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017

RE: Simi Valley Double Track Project – Notice of
Preparation (NOP)
SCH# 2020110122
GTS# 07-VEN-2020-00431
Vic. VEN-118 PM R26.416

Dear Chris Haskell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Simi Valley Double Track Project (Project) is located on a 2.2-mile segment of the SCRRA's (SCRRA or Metrolink) existing Ventura Subdivision, which supports Metrolink's Ventura County Line (VCL). The Project alignment is located within SCRRA's existing railroad right-of-way (ROW) and begins at its western terminus at Sequoia Avenue and ends south of Stearns Street at the Arroyo Simi Railroad Bridge, within the City of Simi Valley, California. The proposed Project involves construction of a new, second platform (south of the existing platform) and pedestrian undercrossing at the existing Simi Valley Station, the construction of a second siding track along a 2.20 mile stretch of Metrolink's existing railroad right-of-way and the establishment of two new control points (CP) at milepost 436.30 (CP Sequoia) and milepost 438.40 (CP Arroyo). Additionally, Project improvements would include supplemental safety measures at existing at-grade crossings at Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive, which would support the future establishment of quiet zone(s) along the corridor.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as

AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

The nearest State facility to the proposed project is SR-118. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, Caltrans still looks forward to reviewing the forthcoming Draft Environmental Impact Report for additional project analysis as well as confirmation that the project will result in a net reduction in VMT.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2020-00431.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



December 14, 2020

Mr. Chris Haskell
Southern California Regional Rail Authority
900 Wilshire Boulevard, Suite 1500
Los Angeles, CA 90017
HaskellC@scrra.net

Subject: Simi Valley Double Track Project, Notice of Preparation of a Draft Environmental Impact Report, SCH #2020110122, Southern California Regional Rail Authority

Dear Mr. Haskell:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) for the Southern California Regional Rail Authority's (SCRRA or Metrolink) Simi Valley Double Track Project (Project). Thank you for the opportunity to provide comments and recommendations regarding activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

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

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

Conserving California's Wildlife Since 1870

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Project Description and Summary

Objective: The proposed Project involves construction of a new, second platform (south of the existing platform) and pedestrian undercrossing at the existing Simi Valley Station, the construction of a second siding track along a 2.20 mile stretch of Metrolink's existing railroad right-of-way and the establishment of two new control points (CP) at milepost 436.30 (CP Sequoia) and milepost 438.40 (CP Arroyo). Additionally, Project improvements would include supplemental safety measures at existing at-grade crossings at Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive, which would support the future establishment of quiet zone(s) along the corridor.

Location: The Project is located on a 2.2-mile segment of the SCRRA's existing Ventura Subdivision, which supports Metrolink's Ventura County Line (VCL). The Project alignment is located within SCRRA's existing railroad right-of-way (ROW) and begins at its western terminus at Sequoia Avenue and ends south of Stearns Street at the Arroyo Simi Railroad Bridge, within the City of Simi Valley, California. The Project is located between Mile Post (MP) 436.20 and MP 438.40 and intersects Sequoia Avenue, Tapo Canyon Street, Tapo Street, East Los Angeles Avenue, and Hidden Ranch Drive through central portions of Simi Valley, north of the Arroyo Simi Greenway.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the SCRRA in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW looks forward to commenting on the Draft Environmental Impact Report (DEIR) when it is released. CDFW may have additional comments to the DEIR not addressed in this letter.

On page two of the NOP, SCRRA indicates that biological impacts may occur as a result of the Project. However, no other information is provided by SCRRA at this time. Therefore, CDFW offers the following suggestions to SCRRA as technical studies are performed for the Project.

Specific Comments

- 1) Nesting Birds. The proposed Project could result in significant impacts to common wildlife, nesting birds, special-status or rare wildlife species, and special-status plant species. Additionally, construction and operations and maintenance (O&M) activities could directly or indirectly impact streams, wetlands, Critical Habitat, and wildlife movement. The proposed Project could potentially result in significant impacts to biological resources regarding riparian habitat or any other sensitive natural community provided protection under federal, state, and local laws, regulations, policies or "plans." Project activities, such as installing levee reinforcements, altering bike paths, removing/replacing structures, and drainage system upgrades are likely to occur where birds may nest (e.g., trees, crevices in buildings) and may impact nesting birds. Activities occurring during the breeding season of nesting birds could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment in trees or buildings directly adjacent to where construction would occur. Construction of new facilities or upgrades to existing facilities could also lead to the loss of nesting habitat for sensitive

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bird species.

- a) Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the MBTA).
 - b) CDFW recommends the DEIR provide measures to avoid impacts to nesting birds. Proposed Project activities including (but not limited to) staging; disturbances to vegetation, trees, and structures; demolition; grading; roofing; and fence or enclosure wall installation should not occur during the avian breeding season (February 15 through August 31, and as early as January 1 for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that may be disturbed (as access to adjacent areas allows) and any other such habitat within 300-feet of the disturbance area (within 500-feet for raptors). All personnel and contractors working on site should be instructed on the sensitivity of areas where there are nesting birds. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- 2) Bats. In urbanized areas, numerous bat species are known to roost in trees and structures throughout Ventura County. Bats may use trees (e.g., Mexican fan palm trees) and man-made structures (e.g., cracks and crevices in large concrete structures) for daytime and nighttime roosts. Western yellow bats (*Lasiurus xanthinus*) can be found year-round in urban areas throughout southern California.
- a) Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment (Fish and Game Code, § 4150, California Code of Regulations, § 251.1).
 - b) The DEIR should provide a thorough discussion and adequate disclosure of potential impacts to bats and roosts resulting from the proposed Project and activities including (but not limited to) staging; disturbances to vegetation, trees, and structures; demolition; grading; roofing; and fence or enclosure wall installation. The DEIR should provide bat-specific avoidance and mitigation measures which could minimize significant adverse impacts to bats, roosts, and maternity roosts (CEQA Guidelines, §15126.4[a][1]).
- 3) Biological Baseline Assessment. As previously stated, and written on Page two of the NOP, the Project may result in significant impacts to sensitive biological resources. As such, the DEIR should provide a complete assessment and impact analysis of the flora and fauna within the Project area, with emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those

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impacts. CDFW considers impacts to Species of Special Concern and California Fully Protected Species a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should provide the following information:

- a) Sensitive Plants and Wildlife. CDFW recommends the DEIR list each unique species occurring in the Project area instead of a total number by taxonomic group. For each species, please provide the species scientific (i.e., Latin) and common names; CESA and Federal Endangered Species Act listing status; and a brief evaluation of the potential for that species to occur in the Project area and be impacted by Project implementation. Presence of critical or suitable habitat (i.e. wintering, roosting, nesting, foraging) in the Project area should be addressed for each species where applicable.
- b) Critical Habitat. The DEIR should provide columns for each element and approximate acres potentially impacted by critical habitat type. CDFW recommends using "None" or the number zero to indicate no impacts; and, provide a brief discussion why there would be no impacts to demonstrate that impacts were evaluated.
- c) Impacts to Sensitive Plants, Wildlife, and Habitat. The DEIR should include alternatives to fully avoid or otherwise protect special status species and their habitat from Project-related impacts. For unavoidable impacts, the DEIR should provide mitigation measures for each plant and wildlife species potentially impacted and their associated habitat which should include any wintering, roosting, nesting, and foraging habitat. See page 8 for information about CESA/Incidental Take Permits and Compensatory Mitigation.
- d) Vegetation Community Mapping. In 2007, the State Legislature required CDFW to develop and maintain a vegetation mapping standard for the State (Fish & Game Code, § 1940). This standard complies with the National Vegetation Classification System, which utilizes alliance and association-based classification of unique vegetation stands. CDFW utilizes vegetation descriptions found in the [Manual of California Vegetation](#) (MCV), second edition (Sawyer 2008). CDFW only tracks rare natural communities using the MCV classification system, and considers vegetation communities, alliances, and associations ranked S1, S2, S3 and S4 as sensitive and declining at the local and regional level. CDFW considers these communities to be imperiled habitats having both local and regional significance. Additional information about these ranks can be obtained by visiting CDFW's [Vegetation Classification and Mapping Program - Natural Communities](#) webpage.

The DEIR should provide the MCV-based names of all vegetation communities within the Project area. Vegetation classification should be performed by a qualified botanist with knowledge of southern California plants and vegetation communities.

- e) Impacts to Sensitive Vegetation Communities. Page two of the NOP indicates the proposed Project could potentially result in significant impacts to biological

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resources. Vegetation communities based on the MCV classification should be presented in a table in the DEIR. The table should provide columns for each element and approximate acres potentially impacted by vegetation community. CDFW recommends using "None" or the number zero to indicate no impacts; and, provide a brief discussion why there would be no impacts to demonstrate that impacts were evaluated. CDFW recommends the DEIR provide measures to fully avoid or otherwise protect sensitive vegetation communities from direct or indirect Project-related impacts. For unavoidable impacts, CDFW recommends the DEIR provide mitigation measures for each sensitive vegetation community potentially impacted. See page seven for information about Compensatory Mitigation.

- f) The Project may lead to direct or indirect impacts off site (i.e., outside of the Project area). Therefore, adjoining habitat areas and areas immediately outside of the Project area should be included in assessments and mapping of special status plants, wildlife, habitat, and vegetation communities.
 - g) CDFW recommends revisiting all databases accessed during preparation of the NOP so any new data regarding special status plants, wildlife, and vegetation communities may be included in the DEIR. CDFW's [California Natural Diversity Database](#) (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat.
 - h) Presence/absence determinations of wildlife and rare plants in the Project area, specifically areas that would be impacted due to Project implementation (e.g., existing facilities), should be determined based on recent surveys. CDFW recommends the DEIR provide any recent survey data. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years.
- 4) Impacts to Riparian and Wetland Resources. The Project could potentially impact riparian and wetland habitats. Project construction and O&M activities may impact channels, ditches, and storm drains that carry water to adjacent riparian or wetland habitats. The Project may increase impervious surface cover adjacent to riparian and wetland habitats, causing changes to the amount, availability, and direction of water flow, and potentially increase the amount of runoff, sediment, debris, chemicals, and other pollutants transported into sensitive wetland areas.
- a) A final Table in the DEIR should include columns for each element and approximate acres potentially impacted by habitat type. CDFW recommends using "None" or the number zero to indicate no impacts; and, provide a brief discussion why there would be no impacts to demonstrate that impacts were evaluated.
 - b) CDFW recommends the DEIR provide an approximate area of new pavement that would be created near sensitive wetland areas and evaluate potential direct and indirect impacts on riparian and wetland habitats.

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- c) CDFW recommends the DEIR provide alternatives to fully avoid or otherwise protect riparian and wetland resources from direct or indirect Project-related impacts that may include setback, permeable pavement, for example. Setbacks from wetland resources should start from the edge of herbaceous vegetation, woody vegetation, and woodlands. For unavoidable impacts, CDFW recommends the DEIR provide mitigation measures which may include on or off project site mitigation.
 - d) CDFW also recommends the DEIR be conditioned to include a statement acknowledging that Project or project-level impacts to wetland resources may require Lake Streambed Alteration (LSA) Agreement notification. See pages seven and eight for more information on Wetland Resources and LSA notification.
- 5) Landscaping. Landscaping was not included as a Project activity within the NOP, however, given the size and scope of the Project, CDFW offers the following comments in the case that landscaping activities are incorporated into the Project.
- a) Where landscaping would occur adjacent to sensitive natural communities, CDFW recommends the DEIR evaluate the possibility of incorporating setbacks to avoid and/or reduce impacts of landscaping on sensitive plants, wildlife, and habitats. Impacts may occur from spread of non-native species; plant material/stock carrying pests, pathogens, and diseases; and runoff contaminated with fertilizer applied to landscaped areas.
 - b) CDFW strongly recommends the DEIR consider a landscaping plant palette that includes a diversity of drought tolerant native plants, lawn grass alternatives, and plants that benefit and invite birds, beneficial insects, pollinators, and butterflies. See page ten for additional information on landscaping and native plants. CDFW recommends the DEIR provide the Project's landscaping plan for review and commenting. Species should be listed by growing duration (annual, perennial), life form (grasses, shrubs, trees, vines), and structure (ground cover, shrubs, tree canopy).
- 6) Impacts of Design Features and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, the DEIR should provide an impact analysis of proposed Project design features on biological resources, and a range of feasible alternatives to ensure that alternatives to design features are fully considered and evaluated (CEQA Guidelines, § 15126.6). Design features include (but not limited to) setbacks from sensitive natural areas; landscaping; permeable pavement; enclosures; fencing; solid walls; lighting; and building heights. Alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.

General Comments

- 1) Environmental Data. CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations [Public Resources Code,

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§ 21003, subd. (e)]. Accordingly, please report any special status species and natural communities detected by completing and submitting [CNDDDB Field Survey Forms](#).

- 2) California Endangered Species Act (ESA). CDFW considers adverse impacts to a species protected by CESA to be significant without mitigation under CEQA. As to CESA, take of any endangered, threatened, candidate species, or CESA-listed rare plant species that results from the Project is prohibited, except as authorized by State law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project, Project-related construction, or any Project-related activity for the duration of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project or at an individual project-level. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options [Fish & Game Code, §§ 2080.1, 2081, subds. (b) and (c)]. Early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that CDFW issue a separate CEQA document for the issuance of an ITP unless the Project's CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 3) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement, financial assurance and dedicated to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the lead agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.
- 4) Wetland Resources. CDFW, as described in Fish and Game Code, section 703(a), is guided by the Fish and Game Commission's (Commission) policies. The [Wetlands Resources](#) policy the Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

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- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the Project must include mitigation measures to assure a “no net loss” of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.
 - b) The Fish and Game Commission’s Water policy guides CDFW on the quantity and quality of the waters of this state that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support Projects to maintain or restore a high quality of the waters of this state; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & Game Code, § 5650).
- 5) Lake Streambed Alteration (LSA) Agreement. As a Responsible Agency under CEQA, CDFW has authority over activities in streams and/or lakes that will divert or obstruct the natural flow; or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream; or use material from a streambed. For any such activities, the project applicant (or “entity”) must provide written notification to CDFW pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, CDFW determines whether an LSA Agreement with the applicant is required prior to conducting the proposed activities. CDFW’s issuance of an LSA Agreement for a project that is subject to CEQA will require related environmental compliance actions by CDFW as a Responsible Agency. As a Responsible Agency, CDFW may consider the CEQA document prepared by Ventura County Public Works for the Project. To minimize additional requirements by CDFW pursuant to section 1600 *et seq.* and/or under CEQA, the DEIR should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA Agreement.
- a) The Project area supports aquatic, riparian, and wetland habitats; therefore, a preliminary jurisdictional delineation of the streams and their associated riparian habitats should be included in the DEIR. Jurisdiction should evaluate all rivers, streams, and lake including culverts, ditches, storm channels that may transport

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water, sediment, and pollutants and discharge into rivers, streams, and lakes. Also, the delineation should be conducted pursuant to the United States Fish and Wildlife Service (USFWS) wetland definition adopted by the CDFW (Cowardian 1970). Some wetland and riparian habitats subject to CDFW's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' section 404 permit and Regional Water Quality Control Board section 401 Certification.

- b) Project areas supporting ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, CDFW recommends establishing effective setbacks to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.
 - c) Project-related changes in drainage patterns, runoff, and sedimentation should be included and evaluated in the DEIR.
- 6) Landscaping. Habitat loss and invasive plants are a leading cause of native biodiversity loss. Invasive plant species spread quickly and can displace native plants, prevent native plant growth, and create monocultures. The Project should not involve planting, seeding, or introduction of invasive exotic plant species to landscaped areas that are adjacent and/or near native habitat areas. CDFW recommends invasive/exotic plants be restricted from use in landscape plans for this Project. The California Invasive Plant Council (Cal-IPC) provides a [Cal-IPC Inventory](#) of non-native and invasive plants that threaten the State's natural areas. CDFW strongly recommends restricting species with a "High" rating from landscaping plans.

Information on alternatives for invasive, non-native, or landscaping plants may be found on the [Cal-IPC's, Don't Plant a Pest](#) webpage. Native plants could help to reduce water consumption and use of fertilizers. The [Audubon Society's Native Plants Database](#) is a resource to identify native plants and trees that will attract and benefit birds. Birds may help to control and reduce insects, reducing the need for pesticides. The [California Native Plant Society's Gardening](#) and [Xerces Society's Pollinator-Friendly Native Plant Lists](#) webpage has information on native plant species that invite insects and pollinators. Pollinators are critical components of our environment and essential to our food security. Insects – and primarily bees – provide the indispensable service of pollination to more than 85% of flowering plants.

- 7) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:
- a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address Project-related changes on drainage patterns and downstream of project sites; the volume, velocity, and frequency of existing and post-construction surface flows; polluted

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runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-construction fate of runoff from project sites. Mitigation measures proposed to alleviate such impacts should be included.

- b) A discussion regarding indirect impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish and Game Code, § 2800 *et. seq.*). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
 - c) An analysis of impacts from land use designations and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.
 - d) A cumulative effects analysis, as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 8) Impacts to Fish Passage. CDFW is in support of the use of structures with no concrete-in-channel designs and would not support a change in design that would increase instream hardening of the streambed. To confirm the Project will not cause impacts to the river up and downstream of the structure as a result of the proposed Project, please provide CDFW with an opportunity to review and comment on 65% Design Plans and the Basis of Design at your earliest convenience.

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist Southern California Regional Rail Authority in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Baron Barrera, Environmental Scientist, at Baron.Barrera@wildlife.ca.gov.

Sincerely,

DocuSigned by:

B6E58CFE24724F5...

Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

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cc: CDFW

Steve Gibson, Los Alamitos – Steve.Gibson@wildlife.ca.gov
Barron Barrera, Los Alamitos – Baron.Barrera@wildlife.ca.gov
Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov

CEQA Program Coordinator, Sacramento – CEQACommentLetters@wildlife.ca.gov
State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

References

- Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.
- Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed. ISBN 978-0-943460-49-9.

From: rebeccaalbarran1218@gmail.com
To: novoas@scrra.net; [Brad Jensen](#); haskellc@scrra.net; [Elizabeth Mazariegos](#)
Subject: SCORE Simi Valley Comment Form
Date: Thursday, December 17, 2020 8:59:01 PM

From: Rebecca Albarran
Organization:
Email: rebeccaalbarran1218@gmail.com
Phone: 8053040198
Address:
Zip:

Comment/Question:

Sounds great! Thank you for providing this information in Spanish as well, I was able to screenshot and share with family and friends. I like that this will decrease commute times!!! Letâ€™s continue to improve transportation

Staff Contact:

*You received this message because Rebecca Albarran submitted feedback regarding the SCORE Simi Valley Project.

Regards,
System Administrator

From: Jackson Piper <jacksonepiper@gmail.com>
Sent: Friday, December 18, 2020 7:35 PM
To: Community Relations <communityrelations@scrra.net>
Subject: [EXTERNAL] Comment on Simi Valley Double Track Project

EXTERNAL: This email message was sent from outside our organization. Proceed with caution when opening links or attachments. Submit as spam if you are not sure it is safe.

Hello,

I am a Newbury Park resident who works for the County of Los Angeles, and was taking Metrolink to Downtown L.A. from the Moorpark Station one to two days per week prior to the pandemic. I hope that I will be able to do so again soon, but the Ventura County Line rail infrastructure definitely needs improvement. My office in Downtown L.A. required me to be at my desk by 7:00 a.m., which meant that I had to wake up early enough to catch the 5:02 train from Moorpark and arrive at Union Station by 6:15 a.m. I was thrilled to learn about this project and am in full support of it. Any project which increases the efficiency and safety of the line is well worth it, in my opinion, and I hope that it can open up the possibility of additional trains being added to the schedule for commuters like me.

I am also a founding member of Ventura County YIMBY, a volunteer group that is advocating for more housing development in the right places in Ventura County in order to provide more affordable living options and fix the massive undersupply of housing in our part of Southern California. This double-tracking project would contribute to making commuter rail a more viable option for people in Ventura County to travel into Los Angeles County and vice versa with minimal use of a car. This, in turn, would positively affect the ability of our communities to develop more densely and provide more housing for our people without increasing automotive traffic and possibly without requiring so much cost-increasing parking lot development, especially where Metrolink is linked with local public transportation.

Eventually, it would be very nice, for safety purposes and for efficiency, to have the entire length of the line double-tracked and, hopefully at some point, completely grade separated from street crossings. For now, I think that this is an excellent project that will improve upon the existing infrastructure in Simi Valley, and I hope that it moves forward.

Thank you,

Jackson Piper
Newbury Park, CA 91320

Sylvia Novoa
Community Relations
Southern California Regional Rail Authority (Metrolink)

December 2020

RE: Comment on Metrolink's Simi Valley Double Track Project

Dear Ms. Novoa,

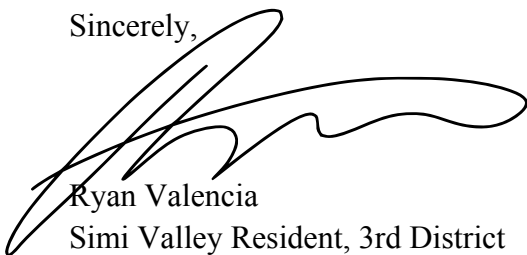
As a lifelong resident of Simi Valley, I am writing in support of the proposed double tracking of our segment of the Ventura County Line (VCL), a second platform, as well as the addition of new safe crossings that can establish a "Quiet Zone" in our valley. With an increasing population, greater transit options will alleviate pressure off of our streets and the 118 highway, which can only be expanded so much.

I would additionally request, as Metrolink looks long term, that they take into account the City of Simi Valley's General Plan, which includes a desired second Metrolink transit station. The station is envisioned to be located in the Los Angeles Avenue Area of our city's 3rd District. As we look towards future housing, projects located near transit lines make for smarter urban planning and a healthier environment. Furthermore, this is a vital economic corridor for our community and would be benefited by spurred activity. We are a suburb of commuters and we cannot increase ridership until convenience is improved and western Simi Valley reaches equity in transit options.

Lastly, community input is absolutely necessary as we go along and I know that you are in agreement. As I have brought forth in the prior panel that you have included me on, I'd ask that our overlapping Neighborhood Councils receive updates on the projects.

Thank you for your commitment to improving our local infrastructure and I look forward to hearing of the proposal's progress.

Sincerely,



Ryan Valencia
Simi Valley Resident, 3rd District

From: mghenis@gmail.com
To: novoas@scrra.net; [Brad Jensen](#); haskellc@scrra.net; [Elizabeth Mazariegos](#)
Subject: SCORE Simi Valley Comment Form
Date: Saturday, December 19, 2020 2:46:53 PM

From: Max Ghenis
Organization: Ventura County YIMBY
Email: mghenis@gmail.com
Phone: 6506303657
Address: 3733 Islander Walk
Zip: 93035

Comment/Question:

I support this project - commuters need more and better alternatives to vehicles.

Staff Contact:

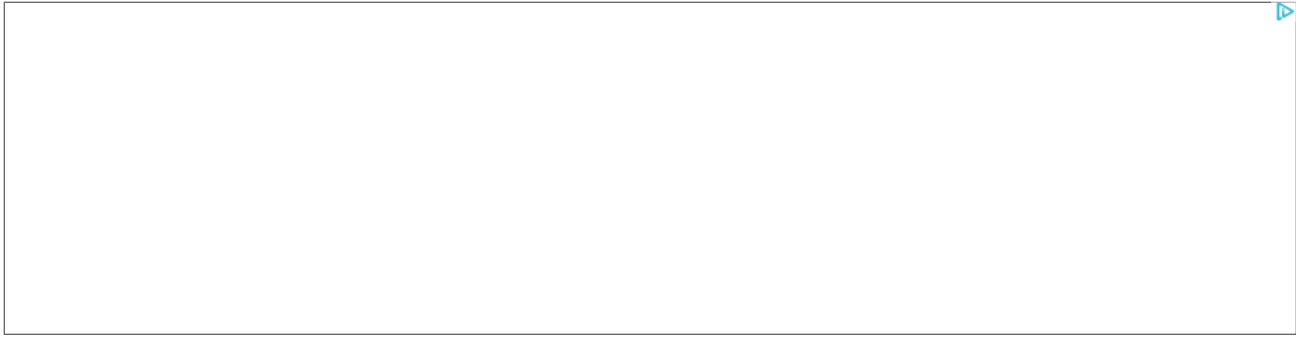
*You received this message because Max Ghenis submitted feedback regarding the SCORE Simi Valley Project.

Regards,
System Administrator

Appendix F

Local Media Coverage

Appendix F.1 Simi Valley Double Track Local Media Coverage



AdChoices

VC Star.

Metrolink planning \$86.5 million rail project in Simi Valley to increase train frequency

Mike Harris, Ventura County Star - 2 hrs ago



Metrolink is planning an \$86.5 million upgrade of its tracks and crossings in Simi Valley, one designed to increase the frequency of its commuter train service yet decrease train horn noise.

Amtrak and Union Pacific trains will also reap the benefits of the Simi Valley Double Track Project, said Metrolink spokesman Scott Johnson.

"The Simi Valley Double Track Project is one rail initiative Metrolink identified that would improve safety, enable more frequent service and make existing service more reliable in line with California's State Rail Plan," Johnson said.

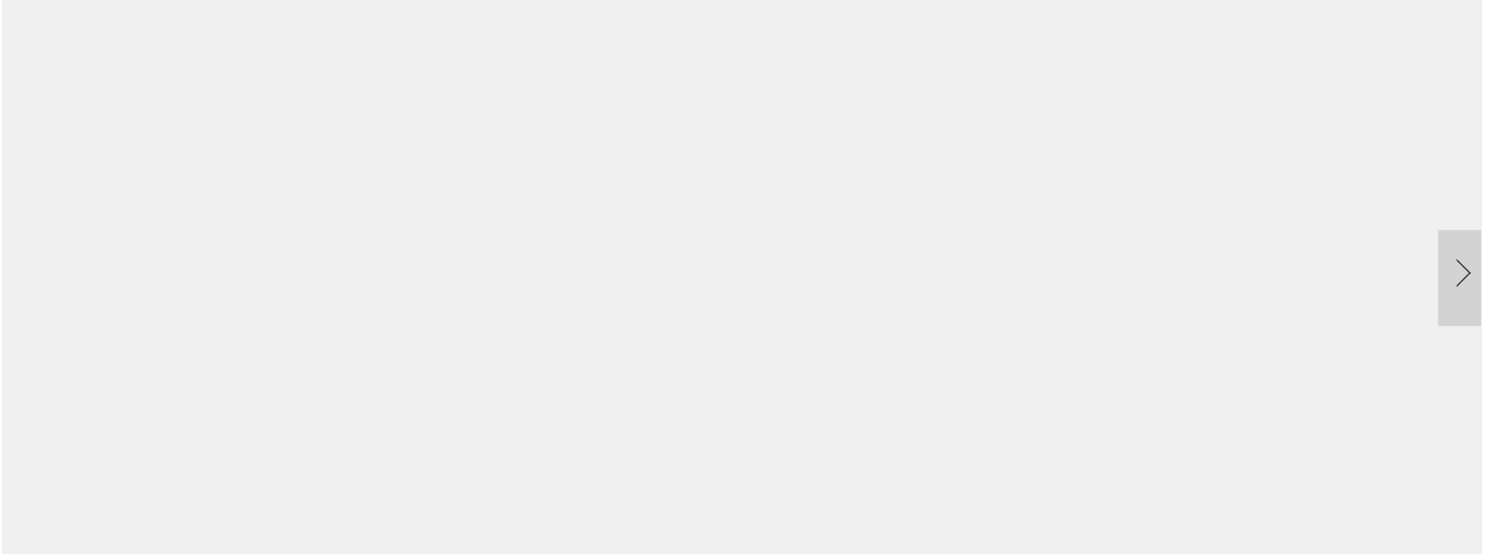


© JUAN CARLO/THE STAR A gardener at the Simi Valley Metrolink blows leaves Friday, Dec. 18, 2020. Metrolink is planning an \$86.5 million upgrade of its tracks and crossings in Simi Valley, one designed to increase the frequency of its commuter train service and potentially cut down on train noise in the city.

The project will build 2.15 miles of new track that will run parallel to existing track approximately from Hidden Ranch Drive to Sequoia Avenue on the Simi Valley portion of the Ventura County Line.



Clicky continues below the gallery.




1/8 SLIDES © JUAN CARLO/THE STAR

Full screen

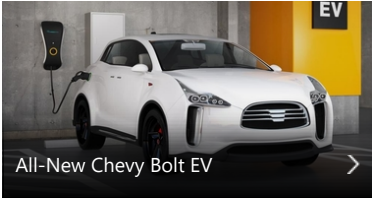
A Metrolink train arrives at the station in Simi Valley Friday, Dec. 18. Metrolink is planning an \$86.5 million upgrade of its tracks and crossings in Simi Valley, one designed to increase the frequency of its commuter train service and potentially cut down on train noise in the city.

Currently, with only one track there, an eastbound train, for instance, needs to pull over and stop on a stretch of side track to let a westbound train go by, Johnson said.

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"Which just slows everything down," he said. To make room for part the new track to be built, 1,400 feet of the existing track will be "shifted" – moved over – between East Los Angeles Avenue and the Simi Valley train station, 5050 E. Los Angeles Ave., Johnson said.

The project will also enhance five rail crossings at Sequoia Avenue, Tapo Canyon Road, Tapo Street, East Los Angeles Avenue and Hidden Ranch Drive.

The enhancements will include warning devices and will allow the city to apply to the Federal Railroad Administration for "Quiet Zone" consideration, Johnson said.

A Quiet Zone is one in which train horns no longer need to be routinely sounded while passing through crossings, thereby reducing train noise.

Simi Valley news: After heated racism debate, Simi Councilwoman Cavanaugh made mayor pro tem over Luevanos

Finally, the project will build a second passenger platform and pedestrian crossing at the Simi Valley station.

The second platform, on the other side of the tracks as the existing platform, will increase passenger capacity at the station and will allow them to board eastbound and westbound trains simultaneously, Johnson said.



Video player from: YouTube ([Privacy Policy](#), [Terms](#))

Simi Valley officials welcome the project.

"It will make it easier for passengers and freight to move through the community and if we can facilitate that, our town would certainly be in favor of it," said City Manager Brian Gabler.

Plus, said Simi Valley City Councilwoman Elaine Litster, designating the city a Quiet Zone would mean that "residents who live near the tracks would not have the constant train noise."

Others are reading: 'There's got to be a better solution;' Power outages frustrate Simi Valley residents

Funding and timeline

The Simi Valley Double Track Project has an estimated cost of \$86.5 million, Johnson said.

It will be paid for by Senate Bill 1 funds from the California State Transportation Agency and federal funds from the Federal Railroad Administration, he said.

SB1 is California's Road Repair and Accountability Act of 2017.



© CONTRIBUTED PHOTO/METROLINK Map of Metrolink's Simi Valley Double Track Project.

The project is currently going through the environmental and design process, Johnson said. Following regulatory permitting, construction is projected to begin in the spring of 2024 and be completed in the summer of 2025, Johnson said.

The project is part of the Southern California Optimized Rail Expansion Program, a \$10 billion capital improvement plan to upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games in Los Angeles.



Mike Harris covers the cities of Moorpark, Simi Valley, Thousand Oaks and Ventura, as well as transportation county-wide. You can contact him at mike.harris@vcstar.com or 805-437-0323.

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This article originally appeared on Ventura County Star: [Metrolink planning \\$86.5 million rail project in Simi Valley to increase train frequency](#)

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