

TRANSCRIPTION OF PRESENTATION AND ORAL COMMENTS

2019 PUBLIC SCOPING MEETINGS

EASTSIDE TRANSIT CORRIDOR PHASE 2

WHITTIER COMMUNITY CENTER

7630 WASHINGTON AVENUE

WHITTIER, CALIFORNIA 90602

THURSDAY, JUNE 13, 2019

Reported By:  
Corin M. Mulrenin  
CSR No. 9496

Reported By:  
Debbie Strickland  
CSR No. 9036  
JOB NO. 19-79052

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1 EASTSIDE TRANSIT CORRIDOR PHASE 2

2 THURSDAY, JUNE 13, 2019

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5 MS. DE LOZA-GUTIERREZ: Welcome, everyone, to the  
6 Eastside Transit Corridor Phase 2 project's formal  
7 scoping meeting tonight.

8 My name is Lilian De Loza-Gutierrez. I'm the  
9 community relations manager working with our project  
10 manager Jenny Cristales-Cevallos on this project. You  
11 will be hearing from her shortly. But at first, I just  
12 wanted to go over some housekeeping.

13 But before I do that, I want to bring in our  
14 Spanish translator or interpreter who can make an  
15 announcement in Espanol.

16 THE INTERPRETER: (Speaking in Spanish)

17 MS. DE LOZA-GUTIERREZ: I wanted to introduce our  
18 city manager, Jeff Collier, who will make a few remarks.

19 MR. COLLIER: Thank you, Lilian.

20 Good evening, everyone. Thank you so much for  
21 coming out. Obviously, we all know this is a very  
22 important project to Whittier as well as all the  
23 communities along the Washington Boulevard alignment.  
24 Obviously, we are very passionate about seeing this come  
25 to Whittier. This is something that is very much needed.

1           I'm sending -- bringing greetings from our city  
2 council. Unfortunately, our mayor, Joe Vinatieri, is in  
3 Sacramento working up there today. And other council  
4 members are out of town right now, so they are unable to  
5 make it.

6           I know that Fernando Dutra, one of our members  
7 of the Washington Boulevard Coalition that is working on  
8 behalf of the city council here, is out stuck on the  
9 freeway on his way back from a meeting in Irvine, so he  
10 is not going to make it back here in time.

11           But, again, thank you for being here to this  
12 meeting. It is very important that we provide input. We  
13 want to see this come in our lifetime. Some of the  
14 funding options show this not coming until 2056 or 2055.  
15 We want to see this happen in our lifetime.

16           I want to say thank you so much for Metro being  
17 here, your entire consultant team. And I want to say  
18 thank you to everyone, all the residents and business  
19 members of the community that are here.

20           Please make yourself heard. Speak tonight. You  
21 can provide letters or written testimony as well. But  
22 please be a part of this process. And, again, thank you  
23 very much.

24           MS. DE LOZA-GUTIERREZ: Thank you, Jeff.

25           I also want to recognize a few of our officials

1 that are here today. I have Jonathan Cordova with the  
2 office of Congresswoman Linda Sanchez. I have Young-Gi  
3 Kim Harabedian. She is with the office of Supervisor  
4 Janice Hahn. We also have Richard Quirk. He is a city  
5 planning commissioner with the City of Whittier. Thank  
6 you for being here. And you saw our city manager, Jeff  
7 Collier.

8 So really quickly, tonight's meeting is a formal  
9 meeting that is being recorded by our great court  
10 reporters to the side here. Everything you say tonight  
11 will be documented -- will be documented as part of the  
12 environmental review process, and it will be responded to  
13 as we move into the draft environmental impact report.

14 So with that, I'm going to turn it over to Jenny  
15 Cristales-Cevallos. She is the project manager for this  
16 who will walk through a quick presentation and then we  
17 will open it up for your comments, your formal comments  
18 that are going to be court-reported. You have two  
19 minutes to make your comment.

20 In order to be called, you will have had to fill  
21 out a speaker card that says -- that looks like that.  
22 And if you have not yet filled it out, please do so, and  
23 we will be around the room collecting those speaker  
24 cards.

25 And with that, I'm going to turn it over to

1 Jenny.

2 MS. CRISTALES-CEVALLOS: Good evening. My name is  
3 Jenny Cristales-Cevallos. And as Lilian mentioned, I am  
4 the project manager for the Eastside Transit Corridor  
5 Phase 2 project.

6 Just in addition to the housekeeping rules, I  
7 want to mention that tonight is about coming in and  
8 making your comments. But in addition to that, your  
9 comments, we will record those, but we will not respond  
10 to those tonight.

11 So the expectation is that you'll come to the  
12 mic, provide our comments -- provide your comments, and  
13 then they'll be recorded and included in our draft  
14 environmental study.

15 So really quickly, I'm going to speak a little  
16 bit in terms of the project while we look for the proper  
17 clicker. There we go. All right. Thank you.

18 So the Eastside Phase 2 project is an  
19 environmental review process that it's going to embark on  
20 right now. And currently we're doing the environmental  
21 process through the state, CEQA, right, the California  
22 Environmental Quality Act, and NEPA which is through the  
23 federal government. So that's why we're calling it the  
24 draft EIS and EIR because it's two documents together  
25 that we're updating.

1           So currently the purpose of this scoping meeting  
2   is that we're here to gather input. And we want to  
3   gather input on the purpose and need of the project. We  
4   want to make sure it's meeting the needs of the  
5   community.

6           We're also looking at -- looking for comment in  
7   terms of issues or concepts, right? We want comments  
8   related to any potential areas that you would like us to  
9   study and look at any potential impacts related to  
10  construction or the operations of the overall project.

11          So this is one way to get involved. Just  
12  remember that there's other ways to provide input as  
13  well. But tonight we welcome your input -- your input  
14  either in written form or either you can come to the mic.

15          It's not working. Thank you.

16          All right. So as I mentioned, this is a  
17  document that we are -- we are recirculating and  
18  updating. And we are working with several agencies in  
19  the review of this project. So currently right now we  
20  have FTA, the Federal Transportation -- Federal Transit  
21  Administration as the lead on the federal side of the  
22  document, and then Metro is the lead for CEQA.

23          So at the same time we are working with  
24  cooperating agencies. We have federal agencies and  
25  Caltrans, agencies that have a level of expertise that



1 will be reviewing the document as well as our  
2 participating agencies. We are working with the cities.  
3 We're working with different agencies that are within the  
4 local areas in terms of regional, county, all the  
5 different agencies that need to get involved in the  
6 review of this document.

7           So I'm sure some of you might be familiar with  
8 the history of this project which kind of dates back for  
9 quite some time. So we started in 2009, and we looked at  
10 several different alternatives. At that point we looked  
11 at about 47 alternatives, looked at different routes,  
12 modes, and we tried to stream those down to where in 2014  
13 we took a draft environmental EIS/EIR study to the board.

14           At that point a locally preferred alternative  
15 was not selected, and we evaluated it a bit further. So  
16 by 2017, we did a post technical study, right, that  
17 reviewed some of the comments that we received from those  
18 agencies that I talked about earlier. So it was agencies  
19 that provided us certain comments and concerns that we  
20 needed to address a little further.

21           And in addition to that, we heard from the  
22 community that we needed to look at a new north-south  
23 connection as well, a new north-south connection for  
24 Washington. So we tried to listen to those comments and  
25 incorporate that.

1           So now we're back in 2019, and we're  
2       reinitiating the environmental process. And at this  
3       point we're looking at three different alternatives. And  
4       that would be the SR-60, the Washington, and then the  
5       combined that builds out both of the alternatives.

6           So as I mentioned before, this is our project  
7       timeline. We are currently now reinitiating the draft  
8       environmental study, and so we're starting off with these  
9       scoping meetings.

10          And then we're also doing some advanced  
11       conceptual engineering to start looking at what the  
12       overall project design is going to look like, and we're  
13       expecting to finish this by 2021. The final  
14       environmental clearance will be done by 2023 and then  
15       into construction by 2029 and in service -- open for  
16       service in 2035.

17          Now, we're looking for ways to accelerate this  
18       project, and I'm going to talk about that in a few more  
19       slides.

20          All right. So we have here our project funding,  
21       right? We've identified project funding in two cycles,  
22       and they are all state and local funds. And one cycle  
23       comes in in 2029 at \$3 billion, and then cycle number 2  
24       comes in in 2053.

25          Let me highlight that the Eastside Transit

1 Corridor Phase 2 is a project included in the 28 by '28  
2 project list, right? So these are projects that  
3 Metro's -- the Metro board is looking to build before  
4 2028, and yet it would be one alignment. So there are  
5 potential for acceleration of this project.

6 So why are we recirculating the draft EIS/EIR?  
7 Well, the last draft was done in 2014, and since then  
8 there's been a lot of changes in the community. We  
9 definitely need to address comments and concerns from the  
10 agencies on board. We need to update a lot of our  
11 numbers, our technical studies.

12 And then we also need to reevaluate the new  
13 north-south connection, and in addition to that, the new  
14 combined alternative was introduced. So all these  
15 elements need to go through the public review process and  
16 the environmental process down to when we identify the  
17 locally preferred alternative.

18 So this is currently the purpose and need of the  
19 project. Again, we're soliciting input to ensure that  
20 this purpose and need meets the community's needs and  
21 concerns. Currently right now this is part of what helps  
22 evaluate reasonable ranges of alternatives. So any  
23 comments related to this, please provide your comments.

24 So the purpose of the draft EIS/EIR, these are  
25 study areas where we start to look at what the potential

1 effects are in these particular areas of study. These,  
2 again, are also open for -- to provide input on what  
3 area -- what additional areas we need to look at as well.

4 So here is the project study area which includes  
5 eight cities and areas of unincorporated Los Angeles  
6 County. In addition to that, this project study area  
7 will experience close to 11 percent of population growth  
8 and 25 percent of employment growth by 2042, so we need  
9 to start looking and accounting for that.

10 These are currently the alternatives that will  
11 be evaluated through the environmental study. So the  
12 no-build alternative essentially is an alternative that  
13 looks at existing transit service with no project. So  
14 this is just really looking at what the existing looks  
15 like.

16 I'm going to walk through the other alternatives  
17 which the SR-60 -- I'll begin with the SR-60. The SR-60  
18 spans about 6.9 miles and has four proposed stations. It  
19 primarily runs on the southern portion of the SR-60 in an  
20 aerial configuration primarily, so it's elevated, right?  
21 It runs parallel to the SR-60.

22 There's an area where it transitions onto the  
23 north right by Greenwood, between Greenwood and  
24 Paramount, and so it transitions onto the north side to  
25 avoid certain impacts that are happening there in the

1 city of Monterey Park related to a contaminated site, a  
2 superfund site. So, again, we're looking for comments  
3 related to the alternatives.

4 So here's the Washington alternative, and the  
5 Washington alternative spans approximately about nine  
6 miles with six proposed stations. This alignment has  
7 quite a few different configurations. So as I mentioned  
8 before, in 2017 we started looking at ways to connect  
9 from the existing station down to Washington. And so  
10 that section there goes below grade, right? It's  
11 underground.

12 And then it daylights. It comes up right around  
13 where Garfield is and goes into an aerial configuration.  
14 It goes up. From there past Greenwood, it then goes at  
15 grade. It goes at the street level. And it travels  
16 along street level at grade to Lambert, to the city of  
17 Whittier. Let's see. We're looking at potential grade  
18 separations or seeing how we would go through those  
19 particular areas at Rosemead and the 605 Freeway.

20 So, again, we're soliciting input in terms of  
21 what areas we also need to study and continue to look at,  
22 so we want to hear your comments and questions and  
23 concerns.

24 So this is a combined alternative. A combined  
25 alternative essentially builds out both, right? It

1 builds out the Washington alignment, the SR-60 alignment.  
2 And so for this particular alignment, we're looking at  
3 what the operations would look like because there would  
4 be an opportunity to take the train, let's say, for  
5 example, from El Monte -- South El Monte down to  
6 Whittier. So it would basically operate like a "C," for  
7 example. So that includes the introduction of a wide  
8 junction, a junction that will help operate that way.

9           So those are some of the areas that we're  
10 studying right now or are currently going to study  
11 through the environmental.

12           Something I'd like to note that is part of all  
13 the alternatives right now and that we're going to  
14 continue to study through the environmental process is  
15 minimal operable segments. And what that means is that  
16 it's an opportunity for us to look at how we can phase  
17 the project depending on funding, right? So we may not  
18 have enough funds or funding might come at different  
19 times, so we needed to look at ways to start phasing it  
20 in. And so the minimal operable segments is a way that  
21 we start to study and see what the potential is for that.

22           So these are the public scoping meetings that  
23 we'll have throughout the month of June starting off here  
24 at the city of Whittier. And then we will be in the city  
25 of Commerce on Monday, June 17th. And then Wednesday

1 we'll be at East L.A. on June 19th and then South  
2 El Monte. So essentially we're trying to have a meeting  
3 within the project study area to ensure that we capture  
4 comments from -- from the community.

5 So I'd like to really point out that our public  
6 scoping meeting began Friday, May 31st, and is scheduled  
7 to conclude Monday, June -- July -- July 15th. Sorry  
8 about that. Please submit your comments before Monday,  
9 July 15th. There are many ways to submit your comments.  
10 Tonight's one of them. We have court reporters here.  
11 You can write them down or either come up and make them  
12 into your comments.

13 And then also my contact information is there,  
14 and it's also in the handout. There was another hand out  
15 where on the comment card you can mail it in as well.

16 So here are the next steps. And I want to  
17 really emphasize the area where you see the little purple  
18 diamonds because that's going to be your opportunity to  
19 provide input. And so the first diamond over there is  
20 tonight. It's the scoping meetings that we have.

21 So that will be the first opportunity to provide  
22 input, formal input, to the project. But, you know,  
23 we're going to continue having outreach and have  
24 community meetings to ensure that the community is fully  
25 heard.

1           The next opportunity will be when we prepare the  
2       draft EIS/EIR and release for public review. And then we  
3       will have public hearings on selecting the locally  
4       preferred alternative. And then lastly will be when we  
5       have the final EIS/EIR for circulation.

6           So, again, I just want to reiterate there is  
7       going to be plenty of opportunities to be involved.  
8       We're going to have you urban design workshops. We  
9       definitely have different stakeholder briefings. We have  
10      email. We work through our community relations folks to  
11      make sure that we get emails out and bulletins so you'll  
12      always have -- to try to stay informed.

13          So, again, here is my contact information in  
14      case you didn't get it the first time. But now what I'd  
15      like to do is begin scoping comments, and Edgar here is  
16      going to help us out with that.

17          So here are some of the rules or some guidelines  
18      so that everyone gets an opportunity to speak.

19          Again, in order to speak, you had to submit your  
20      speaker card. Everyone is going to have an opportunity  
21      to speak for two minutes. So three names -- Edgar will  
22      call three names at a time. And please state your name.  
23      Speak clearly into the mic so that we can make sure we  
24      translate all your comments.

25          So Edgar will get started. He has the comment



1 cards.

2 MR. GUTIERREZ: Thanks, Jenny.

3 Thanks again for joining us. And we very much  
4 respect your time and we know how badly valuable it is,  
5 so we do take your comments into consideration. As  
6 mentioned, the court reporter will be documenting all of  
7 your comments. So speak your name as clearly into the  
8 microphone. If needed, if your last name is a little  
9 hard to spell, you can spell it out as well.

10 So I'm going to name off the first three cards  
11 that we received. I have Vincent Corcoran, but we also  
12 have John Corcoran and I believe Franchesca Corcoran who  
13 wanted to donate their time towards Vincent.

14 So you will have up to six minutes to speak.

15 \*\*\*\*\*

16 MR. CORCORAN: Thank you. My name is Vincent  
17 Corcoran, C-o-r-c-o-r-a-n. I am a member of the Justice  
18 and Equality for the Eastside Coalition and a lifelong  
19 resident of the Via Campo neighborhood of East Los  
20 Angeles.

21 Our coalition consists of over 400 homeowners  
22 and residents of the Via Campo neighborhood south of the  
23 60 Freeway in East Los Angeles and western Montebello.

24 The 60 Freeway Gold Line Extension segment on  
25 Pomona Boulevard between Atlantic Boulevard and Findlay

1 Avenue, as currently proposed by Metro, is an at-grade  
2 and aerial design. This design will cause permanent,  
3 severe, detrimental and negative impacts to our  
4 long-established neighborhood.

5           These negative impacts, to name a few, would be  
6 increases in dust contaminants, including substances  
7 known to cause cancer, noise and vibrations, visual  
8 impacts to viewshed and loss of privacy, traffic  
9 congestion and gridlock, and decreases in property  
10 values.

11           Eastside minority neighborhoods such as ours are  
12 provided substandard and health impacting at grade and  
13 aerial rail designs by Metro, while westside  
14 neighborhoods including Little Tokyo, Disney Concert  
15 Hall, the Financial District, Westwood, Century City and  
16 Beverly Hills receive premium underground construction of  
17 Metro lines.

18           The Via Campo neighborhood is merely a  
19 pass-through destination of a Metro line which will be to  
20 the benefit of Monterey Park, Montebello, Rosemead, and  
21 South El Monte.

22           It should not be on the backs of East Los  
23 Angeles and western Montebello homeowners and residents  
24 to accommodate a benefit to these cities at the expense  
25 of the quality of life in our neighborhood.

1           The Justice and Equality for the Eastside  
2 Coalition takes the following three positions:

3           Position 1, the Justice and Equality for the  
4 Eastside Coalition opposes the SR-60 Northside Design  
5 Variation as currently proposed by Metro, with an  
6 at-grade and/or aerial configuration.

7           Position 2, in the event a decision is made by  
8 the Metro Board to construct the SR-60 Northside Design  
9 Variation, the Justice and Equality for the Eastside  
10 Coalition would only support this option if an  
11 underground construction method is utilized for the first  
12 4,500 feet on Pomona Boulevard from west of Atlantic  
13 Boulevard to east of Findlay Avenue, the beginning of the  
14 Montebello Golf Course.

15           Position 3, the Justice and Equality for the  
16 Eastside Coalition supports only the Atlantic  
17 Boulevard/Washington Boulevard alternate, but only if the  
18 Atlantic Boulevard portion is built fully underground.

19           It is incumbent upon Metro and our local elected  
20 officials to do what is right for all neighborhoods, not  
21 just the select few in the San Gabriel Valley.

22           Thank you.

23           MR. GUTIERREZ: All right. Thank you.

24           The next three names are David Amaya, Gary  
25 Escobedo and Grecia Nunez.

1 \*\*\*\*\*

2 MR. AMAYA: My name is David Amaya, A-m-a-y-a. I'm a  
3 lifelong user of Metro back when it was called Rapid  
4 Transit District, and I've been on every transit line and  
5 basically every train line since its configuration in the  
6 nineties. I represent several different demographics.  
7 And I'm a resident of the not Whittier part of Whittier.  
8 Now, the problem -- the unincorporated area, the not  
9 Whittier part of Whittier.

10 Now, the thing is that I've learned because I've  
11 lived in several communities that has larger transit  
12 profiles, including Norwalk and Downey which includes the  
13 Green Line since the nineties, it takes about 45 minutes  
14 to an hour to get from Norwalk to Downtown Los Angeles  
15 where basically civilization exists, USC, Downtown  
16 Los Angeles, and Union Station in order to go to anywhere  
17 in California. But Whittier, I've always been told since  
18 the eighties, that if you are not on the bus going home,  
19 you are not getting home after sundown.

20 Now, some -- the first speaker mentioned that  
21 they had certain environmental impacts which would  
22 include their neighborhood. But as an end user who has  
23 been on rapid transit since birth -- and even though I've  
24 driven a car during my teenage years, after I lost my  
25 leg, I've been sentenced to the transit system. Then I'm

1 a slave to the lines, the changes, and, of course,  
2 various changes and routes and fees and fares.

3 By having the train coming into the city of  
4 Whittier, especially the last stop is proposed near  
5 PIH Health Hospital just up the street from this  
6 facility, it would make it easier for people like me who  
7 have to rely on transit and whose alternatives are  
8 inconvenient at best or at worse a hassle.

9 I once had to take an Uber from Downtown  
10 Los Angeles after a Los Angeles Kings game. The Uber  
11 driver saw me on my mobility scooter and canceled, and he  
12 was only 45 feet away from me. Now, they do have ACCESS  
13 service, but they require at least 24 hours in advance.  
14 But when you ask for a time to pick up, they say, "Oh,  
15 you could either do it an hour and a half before or half  
16 an hour after," so you are either two hours early or a  
17 half hour late.

18 By having a train station -- like I said, I'm  
19 used to it being a resident of the city of Norwalk and  
20 Downey -- it makes congestion a lot easier because you  
21 basically can continue around out of traffic. You are  
22 usually going at a rate of about 35 to 45 miles an hour  
23 with very limited stops. And, of course, you are not  
24 driving and wasting fossil fuels.

25 Now, I understand that the first speaker had

1 mentioned the various impacts to the community including  
2 pollution and site pollution. But the alternative is to  
3 continue using cars with fossil fuels.

4 MR. GUTIERREZ: Sir, your two minutes are up.

5 UNIDENTIFIED SPEAKER1: He can have my three minutes.  
6 I'll donate my three minutes.

7 UNIDENTIFIED SPEAKER2: Not allowed.

8 MR. GUTIERREZ: What's your name, ma'am?

9 UNIDENTIFIED SPEAKER1: Laura Gibson.

10 MR. GUTIERREZ: Okay. Go ahead, sir.

11 MR. AMAYA: Okay. So my thing is, even though the  
12 communities do have the issues and they are valid points,  
13 that as an end user, we need more transit in this region  
14 of Los Angeles County, especially for those of us who  
15 cannot drive a vehicle or do not have the luxury of  
16 having a pick-up or other person in order to drive us to  
17 where we need to go. Thank you very much.

18 MR. GUTIERREZ: Thank you.

19 \*\*\*\*\*

20 MR. ESCOBEDO: My name is Gary Escobedo,  
21 E-s-c-o-b-e-d-o. And I'm supporting this project because  
22 I've ridden buses. I've been to a lot of places in L.A.  
23 that there's just no getting home after a certain time.  
24 I do know coming this way, there are no buses after  
25 10:00. Montebello might be the last one at 8:30 out of

1 L.A.

2 So projects like this, they are not really --  
3 tax money-wise, I'm for it. I pay my taxes for a reason,  
4 not to put walls over the Mexican border. I put them  
5 where they count.

6 A lot of us like these kids up here and a few  
7 others who aren't 67 like me are eventually going to get  
8 old, and they are not going to want to sit in the house  
9 and watch TV all day. They are going to want to go  
10 places. This train is going to take them.

11 This is something of the future. You see it  
12 running in L.A., the Red Line, the Blue Line. There are  
13 some places that you can -- can actually -- what I  
14 remember when I was a kid, my mom showed me a picture of  
15 the Red Line. It went to Long Beach out of L.A. They  
16 took it away. Then they built the Long Beach Freeway  
17 starting at, what, Bandini? The Long Beach was one of  
18 the first freeways.

19 Eventually the smog is going to catch us, and  
20 we're going to sit there wondering how to breathe. We  
21 are going to wear tanks around us all day long. I don't  
22 think so. This -- this is one project that I just think  
23 needs to get built. It needs -- needs to put it  
24 together.

25 Although I'm looking at the schedule of when it

1 probably will be done, and maybe I won't be here. I'll  
2 be about -- I'll be about 100 years old if I do make it  
3 that long.

4 But this needs to happen. It needs to happen  
5 soon. Because they are going to run out of fossil fuels.  
6 They have electric cars, and they are saying the people  
7 don't want to use them because you have to charge them  
8 again. Why can't you build an electric car that actually  
9 has the -- the power to recharge itself like a generator,  
10 alternator, that just charges, simple things like that,  
11 but people -- and this is one --

12 MR. GUTIERREZ: Thanks, Gary.

13 MR. ESCOBEDO: -- I would give a lot of money for if  
14 I do pass away. Thank you very much.

15 MR. GUTIERREZ: Benjamin Martinez next -- or I see.

16 Grecia -- Grecia Nunez?

17 MS. NUNEZ: Grecia.

18 MR. GUTIERREZ: Go ahead. You can start.

19 \*\*\*\*\*

20 MS. NUNEZ: Hi. My name is Grecia Nunez,  
21 G-r-e-c-i-a. I am a resident of the Via Campo  
22 neighborhood and part of the Justice and Equality for  
23 Eastside Coalition.

24 I fully support the statement provided by  
25 Vincent Corcoran. I fully believe that East L.A.



1 deserves a -- the best possible outcome which is building  
2 the Metro underground. That's it -- that's all. Thank  
3 you.

4 MR. GUTIERREZ: Thank you, Grecia.

5 Now I'm going to name off the next three names.  
6 So Benjamin Martinez followed by Gerald B. and George  
7 Martinez.

8 \*\*\*\*\*

9 MR. MARTINEZ: Benjamin Martinez. I'm back here  
10 again voicing my opinion.

11 I rode a red car to Carson and Figueroa.  
12 Friends of ours had a chicken ranch in Downtown L.A.,  
13 lived in Bunker Hill.

14 This works. I rode it. It works. The trouble  
15 is people don't want to walk, you know. They want to  
16 walk around -- take a car everywhere you go. How many  
17 people -- I'll give you an example.

18 How many kids do you see with scraped-up  
19 kneecaps and elbows? They don't even go outside. The  
20 point is, you need it. I'm not going to live long enough  
21 to see this. But if -- if you don't do something about  
22 it, move it along, somebody is going -- most of you are  
23 going to be dead.

24 I'm 65. 16 years ago I developed asthma. I got  
25 a railroad track running alongside -- two blocks from my

1 house. I got the 605 Freeway two blocks from my house.  
2 I got Slauson, Washington. The traffic is packed like  
3 that every morning and afternoon.

4 And we have the dirtiest county air in the  
5 United States now. Reminds me of back in 1950. You go  
6 outside in the evening, you could cut the fog or the smog  
7 with a knife it was so thick. We're back to it again.  
8 Get up on Colima Hill. You look at the San Gabriel  
9 Valley and you look in this direction, all you see is --  
10 they call it haze. It's smog. That's it. Get it off  
11 the ground.

12 MR. GUTIERREZ: All right. Thank you.

13 Up next is Gerald followed by George.

14 \*\*\*\*\*

15 MR. BEHOTEGUY: Hi. I'm Gerald Behoteguy.

16 B-e-h-o-t-e-g-u-y is the last name.

17 I just want to say -- I'll come closer.

18 Okay. I just want to say I don't have a car.  
19 I'm a senior, and I rely 100 percent on public  
20 transportation. And I rarely in -- a whole year goes by.  
21 I never take a Metro rail train.

22 I just want to say when I called 323.GO.METRO,  
23 they tell me right on the phone, "You are foolish to take  
24 a Metro train." The bus is faster. I'm talking 460, 762  
25 to Pasadena. They are faster than a train.

1           But as it says in -- I have it here. As it says  
2 in the USA Today, despite billions poured into a rail  
3 transit, not buses.

4           My problem is the bus system is inadequate.  
5 When I go somewhere, if I go anywhere out of L.A., I have  
6 to sleep on a bus bench at night because I can't get back  
7 to Whittier. And that's because of the Montebello 10.  
8 It stops -- if I leave Pasadena at 10:00 o'clock, nine  
9 o'clock, there's no way I can get back here. But yet  
10 billions of dollars are spent on the Metro Rail Train.

11           And another thing, the Blue Line, you know, the  
12 Blue Line is shut down from Rosa Parks, I guess, or  
13 Willowbrook to Seventh Street Metro. You provide great  
14 bus shuttles to Seventh Street Metro from Rosa Parks.

15           But when it comes to the end of the Green Line  
16 and the Blue Line, they serve Whittier -- no. It's Gold  
17 Line. The end of the Gold Line and the Green Line, the  
18 transportation -- the service is horrible.

19           And I'll give you an example. The 7 that goes  
20 right by here, the Norwalk 7, the last 7 leaving Norwalk  
21 is 7:32 and 6:32 on Saturday, no Sunday service. If you  
22 miss it, that's it.

23           MR. GUTIERREZ: Can you provide your last comment and  
24 wrap it up.

25           MR. BEHOTEGUY: Okay. And as I say, the Metro in

1 Montebello isn't any much better. It's 9:00 p.m. If you  
2 are there at 9:30, you're stranded. And there's a lot of  
3 nights I slept on a bus bench. One night I got on a Gold  
4 Line train and I couldn't get in here and I slept in  
5 front of the Metro headquarters.

6 MR. GUTIERREZ: Thank you. Up next we have George  
7 Martinez. Then I'm going to read off the next couple  
8 names. We have Ron Lozano and Leighton Anderson.

9 Go ahead.

10 \*\*\*\*\*

11 MR. MARTINEZ: Hi. My name is George Martinez. I'm  
12 a homeowner off of Washington Boulevard.

13 Just like any homeowner, I pay a lot of taxes.  
14 And not to knock anybody that's been up here or spoke or  
15 is going to speak, but if you're not a homeowner, you  
16 really don't know how this is affecting you as in your  
17 property values, as just your neighborhood looking how  
18 you want it to look.

19 You go down the street to East L.A. and you see  
20 the Metro. I'm actually a real estate agent. I can't  
21 get people to buy houses next the Metro lines. Try to  
22 sell your own home right next to the Metro line. Try to  
23 by a home next to the Metro line.

24 Are you going to make an offer next to the  
25 property? No. People don't want to by those properties.

1 They want to buy properties away from those lines. So  
2 this is going to cause decreased property values to my  
3 home, to everybody that's a homeowner in this room.

4 Whoever is not a homeowner, they don't care.  
5 They couldn't give a rat's you know what about it. All  
6 they care about is just about getting from point "A" to  
7 point "Z," and that's it.

8 The homeowners are the ones that are really  
9 getting, you know, the back end on this. We're the ones  
10 that are paying all these property taxes. We're the ones  
11 that's going to have to see this stick out like a sore  
12 thumb.

13 You know, I don't see anybody -- anybody looking  
14 to buy a property right next to a Metro line. That's all  
15 I have to say.

16 MR. GUTIERREZ: Thank you. We have Ron followed by  
17 Leighton.

18  
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1 MR. LOZANO: Ron Lozano, R-o-n L-o-z-a-n-o.

2 Since everybody is talking about their  
3 experience with Metro, I don't remember going on the Red  
4 Car, but I do remember my grandmother taking me on the  
5 Rosa Parks buses, you know those kind of buses, and then  
6 we used RTD; okay? So I always used it. And now I'm  
7 using the trains.

8 But here is my thing, I have also worked with  
9 Metro on some projects as a utility relocation for AT&T,  
10 and so I would say build Washington alternative first  
11 since the 60 alternative has Caltrans, Army Corp of  
12 Engineers, EPA involved in the process and would take  
13 longer in engineer and design and construction process.

14 Also, the naming convention, I want to get to  
15 the naming convention, because if you build a Washington  
16 alternative, it goes through Pico Rivera at the  
17 Washington/Rosemead stop or station, and I would propose  
18 that you call it Pico Rivera Build Pico Station; okay?  
19 And then the other one would be in Whittier at Lambert,  
20 you would call it Whittier/El Ranchito because  
21 El Ranchito is still a historical monument here in  
22 Whittier; okay?

23 So those are the two naming alternatives I would  
24 say. And, well, I already talked about the 60. And I  
25 think that's it.

1           MR. GUTIERREZ: All right. Thank you.

2           We have Leighton Anderson next. And I'm going  
3 to call the next two names out. We have Edmund Veloz and  
4 Irma Navarro.

5           Go ahead.

6           MR. ANDERSON: Good evening. My name is  
7 Leighton Anderson. I'm a member of the Board of  
8 Directors of the Whittier Area Chamber of Commerce. I'm  
9 also an elected member of the Board of Trustees of the  
10 Whittier Union High School District, a school agency  
11 which serves 10,000 high school students and their  
12 families in the greater Whittier area. I would imagine,  
13 just kind of eyeballing it, that geographically we're  
14 about 20 percent of your study area.

15           What I would suggest to you tonight is that the  
16 area that you serve by the Whittier extension of the Gold  
17 Line is very substantially underserved by existing  
18 transportation infrastructure compared to the other  
19 alternative. So in terms of serving underserved areas, I  
20 think that you should take that into account.

21           From an environmental point of view, if you're  
22 looking to shift the traffic load off of the freeways,  
23 you can still do that even though the line isn't next to  
24 the freeway, because you're still pulling people off the  
25 freeway, but you're also pulling a lot of traffic off of

1 surface streets. There's a reason why your car has a  
2 different mileage in city traffic versus freeway traffic,  
3 and that's the reason.

4 So you're also providing greater access to  
5 healthcare facilities through PIH Health Hospital. This  
6 area does not have the transportation infrastructure that  
7 benefits other areas. And I think that that's the  
8 biggest bang for the buck in terms of how Metro Rail is  
9 going to supplement existing transportation  
10 infrastructure is by serving this underserved area.

11 MR. GUTIERREZ: All right. Thank you.

12 Edmund and them Irma.

13 MR. VELOZ: My name is Edmund Veloz. I live  
14 right off of Washington Boulevard in Montebello.

15 I don't know, how many of you have seen the  
16 actual EIR? How many of you have actually taken it and  
17 looked at it, the EIR that they are talking about?  
18 That's what we're talking about here today. This thing  
19 is about two and a half inches thick. How many of you  
20 have seen it?

21 So you're going to believe everything they say?

22 AUDIENCE MEMBER: Sure.

23 MR. VELOZ: Okay. Let me tell you what they  
24 didn't tell you about.

25 AUDIENCE MEMBER: I don't care what they didn't



1 tell us about.

2 MR. VELOZ: I'm going to tell you anyway.

3 There's a TSM that they didn't tell you about which is  
4 something that they can improve on what we've got now  
5 without spending all this money. And believe me, we're  
6 going to need this money. We're scrapping for money all  
7 the time. \$1.9 billion for this damn thing, and it might  
8 probably go over \$2 billion. Sure as I'm standing here,  
9 3 to 5 hundred million is going to disappear out of the  
10 project like all other Public Work projects go. That's  
11 how they go.

12 Now, the Gold Line, Washington Boulevard is  
13 going to take 54 people's properties and businesses.  
14 Now, in this thing --

15 AUDIENCE MEMBER: No.

16 MR. VELOZ: Yes, it is. It says there in the  
17 EIR, it says so. And I have it here too in here.

18 MR. GUTIERREZ: If I could just remind the  
19 audience to stay quiet and respect his comments, we would  
20 appreciate it.

21 MR. VELOZ: Now, they didn't mention the TSM  
22 alternative, but it's in the book. Okay. There is a --  
23 the no-build was the only thing they mentioned. They  
24 don't want you to have these other options.

25 You can get good bus service, add six buses

1 every hour all day, 24 hours, and you'll get great bus  
2 service, you'll have better service than these things  
3 will give you because they will pick you up closer to  
4 where you are and take you closer to where you want to  
5 go.

6 Now, they don't talk about -- in the EIR there's  
7 nothing mentioned about earthquakes. If we have an  
8 earthquake, and in Montebello we have that big earthquake  
9 fault there -- I'll wrap it up in a little bit here real  
10 quick -- but we have an earthquake fault there. If it  
11 happens just there in Montebello, it will affect  
12 everything around it. The trains will be gone.

13 But, also, if we have the big earthquake, all of  
14 everything they have built, all of those billions of  
15 dollars will be lost. You will have nothing. And what  
16 will happen? They will build roads again, lumpy as they  
17 will, cars and trucks and buses will be able to go over  
18 it, but the tracks will not be able to go because they  
19 can't align them. They have to be on straight alignment  
20 in order for the trains to go. If that's not so, they  
21 derail.

22 MR. GUTIERREZ: Sir, your two minutes are up.  
23 If you have one last comment, go ahead, but make a quick.

24 MR. VELOZ: Okay. This is one last thing. The  
25 trains will run every seven minutes both ways, which

1 means about every three to four minutes intersections,  
2 and we're talking in the Montebello section here, 17  
3 intersections are going to be closed every three to four  
4 minutes. Some of those intersections will close for  
5 about five minutes like I've seen up on North Figueroa  
6 because they are waiting for another train coming.

7 MR. GUTIERREZ: Edmund, you have used up your  
8 time.

9 MR. VELOZ: Thank you.

10 MR. GUTIERREZ: So we have Irma Navarro, and  
11 then I'm going to name two more names. We have Linda and  
12 Jonathan Vieg and Susan Cameron.

13 MS. NAVARRO: Irma Navarro, N-a-v-a-r-r-o.

14 Okay. So my first question was that I'm  
15 noticing that you're telling us that there's going to be,  
16 in cycle one, 3 billion in funds. So I want to know, is  
17 there an oversight committee to oversee how the money is  
18 going to be spent, and how will you be getting us  
19 informed if this is happening because I would like to  
20 know?

21 The second, okay, so he mentioned about the  
22 earthquake fault. So my next question was, on the Metro  
23 underground, what will be the environmental effect, and  
24 when will you let us know about that too? So if you can  
25 please inform us.

1           And my last comment was, okay, I wasn't aware  
2   that there were going to be 54 properties being affected  
3   because that was my question. The question was, will you  
4   be taking away homes? If so, how will the process be  
5   taking place to tell the citizens who will be affected?  
6   So what's the timeline for that? And if you could please  
7   also let us know regarding that.

8           Those are my three questions. Thank you.

9           MR. GUTIERREZ: Thank you.

10          Up next is Linda Vieg followed by Susan Cameron.

11          MS. VIEG: I'm going to let my husband speak.

12          MR. GUTIERREZ: So Jonathan Vieg. If you could  
13   please read your last name -- or spell your last name  
14   into the record.

15          MR. VIEG: My name is Jonathan Vieg, V-i-e-g.

16          We want the Gold Line East Extension built to  
17   Lambert. We want construction to start no later than  
18   January 2nd of 2020 because I know it will be heavily  
19   used. I don't think so, I know so. And it will benefit  
20   the minority communities, it will.

21          Thank you.

22          MR. GUTIERREZ: Thank you.

23          Susan Cameron, and the next two after her are  
24   Jameson Drew and Olivia Rios.

25          MS. CAMERON: My name is Susan Cameron. And two

1 organizations that I don't know that I'm specifically  
2 authorized to speak for, but I think I'm representing  
3 their consensus, is Sustainable City and the Whittier  
4 Historic Neighborhood Association.

5 My concerns are affordable housing in Whittier  
6 for our children and grandchildren. I don't know how the  
7 next generation will be able to afford to live and work  
8 in our beautiful community the way it presently is  
9 without better transportation and without fewer cars.  
10 Fewer cars not only will improve the environmental with  
11 smog, but it will directly affect -- good transportation  
12 will directly affect affordable housing here in our city  
13 and all the cities along the route.

14 I know -- I'm a homeowner. I own a property, a  
15 historic property, with three units in the Uptown edge of  
16 the Historic District. But due to an ambiguity in a  
17 building permit in 1955, we may lose one of the units on  
18 our property because we cannot bring parking up to the  
19 current requirements of five or six parking spaces for  
20 those three units where, at the time they were built,  
21 three garages was sufficient.

22 We should be heading back to the kind of parking  
23 requirements that were needed when these homes were built  
24 50 to 100 years ago, and we are heading that way.  
25 Transportation is going to -- good mass transit and other

1 creative transportation alternatives are going to help  
2 get us there. And that's the -- as far as I know, that's  
3 the way that's essential for affordable living in this  
4 community in the future.

5 MR. GUTIERREZ: Thank you, Susan.

6 We have Jameson Drew followed by Olivia Rios.  
7 And then after Olivia will be Andrew Roble.

8 MR. DREW: Jameson Drew, J-a-m-e-s-o-n D-r-e-w.  
9 I'm a recent homeowner here in Whittier. I moved here  
10 from Monrovia. And I had the pleasure of living in  
11 Monrovia before and after the Gold Line came through.  
12 And I can tell you these meetings went exactly the same.  
13 A bunch of people rose up and said, "No, we're not going  
14 to do this." And then they built it, and crickets.

15 I am a real estate investor. Real estate trends  
16 and analysis, that's what my jobs is. And I can tell you  
17 people are picking up properties on the Gold Line like  
18 left and right because the State is about to pass SB-5  
19 which changes the zoning requirements for anything near a  
20 transit corridor.

21 On top of that, Monrovia has initiated a  
22 subsidization through Lyft so that you only pay a dollar  
23 to go anywhere in Monrovia, from the Gold Line to  
24 wherever, and it's nothing short of fantastic. You  
25 should go there on a Friday night. It's packed, people

1 up and down the street, because they can get in and  
2 around Monrovia very easily. I moved here, crickets.

3 And that's pretty much all I have to say on that  
4 other than to say that the gentleman who was speaking  
5 before that said that homeowners should only have a say  
6 in this project is dead wrong. Most people in L.A. are  
7 not homeowners. Thousands upon thousands of people from  
8 all different walks of life come here, and they use the  
9 Metro. I used it. My wife, who is a District Attorney,  
10 uses it. We can't do it now because we live in Whittier.  
11 But I know she misses it every day.

12 And so that's all I have to say about that.

13 MR. GUTIERREZ: Thank you.

14 We have Olivia Rios, Andrew Roble, and then it  
15 will be Frank Medina.

16 MS. RIOS: Good afternoon. My name is Olivia  
17 Rios. I'm the Operations Director for the Whittier  
18 Uptown Association. We represent 500 businesses in the  
19 Uptown Whittier Business District. We are in support of  
20 the expansion. We need more transportation to serve our  
21 community, especially those who have economic hardship or  
22 have no vehicle at all.

23 The mode of transportation accommodates  
24 residents and attracts visitors to other areas, and there  
25 is great economic benefit to have a Metro go through our

1 community. We hope you have this in our lifetime. We  
2 look forward to the development and support of the  
3 Washington -- the one that ends at Lambert or combined  
4 areas.

5 I have also lived in Pasadena and in parts of  
6 L.A. where I did take the Metro. At the time ten years  
7 ago when I lost my big corporate job and had very little  
8 resources, the Metro was a way to just kind of get  
9 around. I didn't have a car payment, insurance. You  
10 know, that adds up at least six, seven, eight hundred  
11 dollars a month.

12 So it is a great way to unite communities. And  
13 for those who don't have a lot of resources, it's an  
14 excellent idea. Thank you.

15 MR. GUTIERREZ: Thank you.

16 We have Andrew Roble, and then he will be  
17 followed by Frank Medina and Carol Crosby.

18 MR. ROBLE: Hello. Good evening. Andrew Roble,  
19 R-o-b-l-e. I'm here because I support this project. I'm  
20 a union iron worker with Iron Workers Local 433. I work  
21 in Downtown L.A., and it would be great to have access to  
22 this project. My two-hour drive will definitely be cut  
23 down by a lot. I know it takes me, without traffic,  
24 about 30 minutes to get to Downtown L.A. to the projects  
25 that I work; in the morning, about two hours, and if



1       there's an accident, even worse.

2               I would also like to take my family, my kids,  
3       and enjoy this, to see their excitement, show them the  
4       scenery, the stops, wherever we're going, wherever which  
5       way they go, we can see different things besides the four  
6       walls that -- like the gentleman said earlier, cell  
7       phones, tablets. Let's get them out of the house. You  
8       don't see those street lights come on and kids run home  
9       anymore. They are already there.

10              Also, this will bring local jobs during  
11       construction, business revenues from the visitors that  
12       are visiting Whittier and surrounding areas. Also, we  
13       are spending a lot on gas. Come on, we're spending way  
14       too much on gas. That will definitely change if this  
15       rail comes to Whittier.

16              So that's all I have to say. And I support it.  
17       Thank you.

18              MR. GUTIERREZ: All right. Thank you, Andrew.

19              We have Frank Medina, Carol Crosby, and then it  
20       will be Julieanne Wilson.

21              MR. MEDINA: Good evening. First of all,  
22       everybody say it's --

23              AUDIENCE MEMBERS: It's.

24              MR. MEDINA: -- about --

25              AUDIENCE MEMBERS: About.

1 MR. MEDINA: -- time.

2 AUDIENCE MEMBERS: Time.

3 MR. MEDINA: Frank Medina representing the  
4 Whittier Uptown Association. I am the President, current  
5 right now, 2018-2019. On behalf of my office director  
6 Olivia, we welcome this project. And how blessed can we  
7 have it here?

8 I remember my grandmother -- I came from South  
9 Central, Huntington Park, sorry, and our journey was to  
10 go to the Million Dollar Theatre in Downtown L.A. And  
11 that was a field trip to us that even today in my memory,  
12 I was happy to get up in the morning and take the bus.

13 And I've got to tell you, to have the Metro Line  
14 even come into our sector, I often, and often, told the  
15 wife, I said, "You know what? Let's pack up the kids,  
16 let's take the Metro, and let's go to Long Beach via the  
17 Metro." Because we don't want to pay for parking and/or  
18 have the hassle of that. So we go to Studebaker over  
19 there, you know, where we have the Green Line, Blue Line  
20 going to Pine Street. Come back home. Everything is  
21 great.

22 The Metro Line to us means that, guess what? We  
23 now open ourselves to the greater expanding community of  
24 people to be in Uptown. We have the streets game plan  
25 delivered by, again, our great city, city staff, city

1 council. And that's just going to -- it's going to open  
2 up the avenues of what Whittier is supposed to be just  
3 like your Pasadena Old Town and everything else that  
4 comes with it.

5 So, again, on behalf of myself and the greater  
6 community of the Association and Uptown, we welcome this  
7 project, welcome it with open arms and everything else.

8 Thank you.

9 MR. GUTIERREZ: Thank you.

10 Carol Crosby.

11 MS. CROSBY: Good evening. My name is Carol  
12 Crosby. I represent the Whittier Area Chamber of  
13 Commerce. We have been following this project since day  
14 one and been in support of it publicly ever since then.

15 We represent about 600 businesses here in the  
16 City of Whittier and the surrounding areas, and this is  
17 absolutely a need for our community, not only for people  
18 who are -- who don't have transportation themselves, but  
19 for those who want to responsibly travel to L.A. and  
20 points in between to enjoy entertainment, and likewise to  
21 bring people here, too, to boost our economy, to treat  
22 our businesses, and to increase people here.

23 We have great hospitals. We have excellent  
24 schools. We have two colleges nearby. We have wonderful  
25 businesses. We have a fantastic Uptown area that we

1 would like to share with others. So not only would it  
2 support our community, but those in between, and it's  
3 definitely, definitely time to bring that Gold Line here  
4 to Whittier.

5 Thank you.

6 MR. GUTIERREZ: Thank you.

7 So up next is Julieanne Wilson followed by Jeff  
8 Haffey and Sylvia Ochoa.

9 MS. WILSON: Hi. So my name is Julieanne  
10 Wilson. I am a homeowner on the Whittier/La Habra  
11 border, and I currently work at Hollywood Presbyterian  
12 Medical Center, so trying to get into L.A. every day is a  
13 nightmare. It actually takes me about 45 minutes on  
14 Whittier Boulevard just to get to the East L.A. train  
15 station, just to go in, because it's not worth trying to  
16 fight traffic, the accidents, everything else.

17 There's just not enough transit options on this  
18 side. The other way along the 60, there seems to be a  
19 lot of different ways to go. The other thing is,  
20 concerns about homeowners, is I had been living in  
21 San Dimas/Pomona area when the Gold Line went through  
22 over there. And I saw condos get built right off that  
23 station. I saw a lot of housing going in right there,  
24 and I think that those are pretty expensive condos right  
25 there.

1           So I think that that would be a benefit to our  
2           economy, and it would definitely personally benefit me  
3           and anyone trying to commute into L.A. for work because  
4           it's a nightmare currently.

5           So thank you.

6           MR. GUTIERREZ: Thank you.

7           Up next, Jeff Haffey, Sylvia Ochoa, followed by  
8           Dan Enriquez.

9           MR. HAFHEY: My name is Jeff Haffey,  
10          H-a-f-f-e-y. My wife and I live on Washington Boulevard  
11          near the hospital. The two things that I have not heard  
12          and I would like to find out about is, if we run this  
13          above ground on Washington Boulevard, how is it going to  
14          affect the ambulances and the rescue trucks that are 30  
15          times a day down our street; okay? There's no turn  
16          lanes, anything like that. You need to run it  
17          underground for that stretch.

18          The second thing is the Lambert stop, where are  
19          they going to put it? There is nowhere at Lambert.  
20          You've got PIH, you have got Home Depot, you have the  
21          Marie Callenders. Where do you plan on ending this? We  
22          have to have places, parking spots, for people to park  
23          their car to get on there to go. All that needs to be  
24          addressed.

25          The biggest thing is the rescue, the ambulances

1 and the fire trucks. If you have that running down the  
2 middle of Washington Boulevard above ground, it's going  
3 to affect everything. They have to cut in and out of  
4 traffic all the time that we see because people don't  
5 pull over. Who is going to have the right-of-way, the  
6 train or the fire truck; okay?

7           These are things that I would like to see  
8 addressed. There are some other issues, but those will  
9 be later as it comes along.

10           MR. GUTIERREZ: Thanks, Jeff.

11           We have Silva Ochoa followed by Dan Enriquez.  
12 Do we have Sylvia?

13           MS. OCHOA: I'm right here.

14           MR. GUTIERREZ: Okay. Go ahead.

15           MS. OCHOA: My name is Sylvia Ochoa. I'm a  
16 homeowner on Lyons Boulevard next to the Washington stop.  
17 I'm absolutely in support of this. I want my property  
18 value to go up. I do not think it will go down.

19           I also love going to Downtown L.A. This would  
20 be an amazing alternative for me rather than having to go  
21 through the hassle of going through traffic. So I'm  
22 hoping that this does come to Whittier. I also have --  
23 my family's home is in Montebello as well, so I'm  
24 originally from Montebello. And that would also affect  
25 my family in that they would also have alternatives.

1           This is also about economic upward mobility.  
2   This is going to afford that people in our community, our  
3   brown brothers and sisters without cars, we need to  
4   support them, and we need them to be able to get jobs in  
5   Downtown L.A. where they can make more money. We cannot  
6   be like this, "Oh, okay. I have a car, so forget about  
7   all of our sisters and brothers." No. We need to have  
8   upward mobility for them, and this is definitely going to  
9   bring it to them.

10           So I hope that it comes to Whittier because I  
11   know that it's going to be a good thing. Thank you.

12           MR. GUTIERREZ: Thank you.

13           So Dan Enriquez is next, then he will be  
14   followed by Elizabeth Martinez and Cedric Woirhaye.

15           MR. ENRIQUEZ: My name is Dan Enriquez,  
16   E-n-r-i-q-u-e-z, homeowner in Whittier. We are two  
17   blocks off of Washington by the high school on Norwalk  
18   and Pioneer.

19           The question I have is the pricing of our house  
20   when we do move out, and where do we go from there? Is  
21   there an impact of any sort done concerning that, an  
22   environmental impact study? A study of real estate is  
23   very important to all of us that are homeowners.

24           The other question I have, we talk about traffic  
25   and cars and we talk about streets that are accessible.

1 Where the Gold Line -- I don't know what line it is, the  
2 one that goes down 4th Street, if you take that street  
3 all the way down along the corridor, you're going to find  
4 traffic on the sides going north and south -- no, east  
5 and west, all the traffic. Now, there's storefronts that  
6 are out of business because there's no parking. Whose  
7 fault is that?

8 But there's no parking for these people who live  
9 on these streets that own businesses and homes that lost  
10 their parking and they lost everything to my  
11 understanding. Now, where is the traffic? It's still  
12 there. It's still there.

13 The other question I have, oh, homeless. I  
14 don't know if people realize or have been consciously  
15 aware of the fact that homeless have increased on the  
16 west end of the unincorporated area of Whittier which is  
17 under the 605, Pioneer and Norwalk, homeless and crimes.  
18 What I would love to see is any kind of impact studies  
19 that have been done on these rail lines of homeless  
20 living as well as crime.

21 MR. GUTIERREZ: All right. Thank you, Dan.

22 Ms. Elizabeth Martinez, Cedric Woirhaye, and  
23 Anatheia Woirhaye.

24 MS. MARTINEZ: Thank you. My name is Elizabeth  
25 Martinez, E-l-i-z-a-b-e-t-h. I am the Chair for the



1 Whittier Chamber of Commerce. We are in full support of  
2 the Gold Line coming to Whittier. As many mentioned, you  
3 know, Whittier is definitely an icon city. There's so  
4 many great restaurants, hospitals, and so many businesses  
5 that, many of them, they actually work out of Whittier  
6 that would need transportation coming in. So I think  
7 that's one of the things that I haven't heard.

8 And I also think that, you know, many people  
9 want to come to our restaurants. They want to come enjoy  
10 all the great -- you know, I'm sure many of you guys have  
11 gone to Uptown.

12 So as the Chair of the Whittier Chamber of  
13 Commerce, we are in full support. I think this is, you  
14 know, really great information that everybody is taking  
15 the time to listen to all of the comments from the  
16 residents and many businesses here. So we are in full  
17 support. We want Whittier to thrive. And this is a  
18 beautiful community, and I think this is going to be  
19 great.

20 And as a mother with -- I have a 23 and a 19 and  
21 a 17, they don't want to drive. I have two that don't  
22 want to drive, and they definitely would use the Metro.  
23 So I think this is great. This is the way of our future.  
24 And let's cut some of this traffic because I drive a lot.  
25 It's horrible.

1           Thank you.

2           MR. GUTIERREZ: Thank you, Elizabeth.

3           We have Cedric Woirhaye followed by Anatheia  
4           Woirhaye, and those are our last two speakers that we  
5           have. So if anyone else is interested, please submit  
6           your speaker card right now.

7           MR. WOIRHAYE: Hello. I am Cedric Woirhaye, a  
8           local college student. I am certainly in full support of  
9           both the South El Monte extension and the Washington  
10          Boulevard extension because I really do feel that people  
11          all over Whittier and in a lot of other communities  
12          really need this access to transportation because lots of  
13          those disabled people just do not want to wait until they  
14          pass away. And they just really need to have the access  
15          to get from one place to another in lesser amount of time  
16          rather than just having to take to the freeways.

17          Because under our current transportation system,  
18          it often takes, say, an hour and a half to travel just  
19          five miles on public transportation or it would take,  
20          like, three hours to go, say, from here to Downtown  
21          Los Angeles if you were going to take only buses.

22          And so with that in mind, more people would have  
23          more access to transportation because it really helps  
24          them to get to explore wherever they want to go despite  
25          economic status.

1                   And thank you all for your time.

2                   MR. GUTIERREZ: Thank you.

3                   And then Anathea Woirhaye followed by Kevin Koga  
4 and Gus Arriaza.

5                   MS. WOIRHAYE: Hello. My name is Anathea  
6 Woirhaye. I am a student in Santa Ana. I've been  
7 attending school there for many years, and I take the  
8 train there. It is Metrolink, so it's different, but it  
9 does cut down on traffic. It's really nice to take the  
10 train, and it's 45 minutes instead of an hour and a half.

11                   So something I do worry about, though, with the  
12 construction of the Metro, is I have seen with the  
13 Metrolink the judgification of areas in Orange County.  
14 And while I do appreciate the train, and I think it is an  
15 important thing to have because, yeah, there's a lot of  
16 traffic and being able to experience more of Southern  
17 California and what it has to offer without that  
18 limitation is incredibly positive in my life, but I do  
19 worry about the pricing out of individuals who cannot  
20 afford the raising rents in Southern California and also  
21 the loss of individual cultures and such.

22                   So I think that is something that should be  
23 considered pretty highly. So thank you.

24                   MR. GUTIERREZ: Thank you.

25                   We have Kevin Koga followed by Gus Arriaza and

1 Daniel Gomez.

2 MR. KOGA: Thank you very much. My name is  
3 Kevin Koga. My last name is spelled K-o-g-a. I'm  
4 representing PIH Health, 5,500 doctors and staff, two  
5 hospitals, 20 clinics, healthcare system here in  
6 Los Angeles County. We serve 2.1 million people here in  
7 the southeast part of the county and in San Gabriel  
8 Valley.

9 Those of us who are engaged in providing medical  
10 care for our communities recognize that the ability to  
11 travel to Healthcare Services is a significant barrier to  
12 care. We support the Washington Boulevard alignment to  
13 the Gold Line extension to provide the more than 625,000  
14 members of the community who visit PIH Health Hospital  
15 each year, particularly seniors and those who are  
16 dependent with the public transportation access to  
17 healthcare. And this option would also provide our staff  
18 with a public transportation option.

19 We are confident that the Washington Boulevard  
20 route will increase access to healthcare for members of  
21 our community for generations to come. Thank you for  
22 your consideration.

23 MR. GUTIERREZ: Thank you.

24 So it's Gus Arriaza followed by Daniel Gomez and  
25 Ruben Valdez.

1           MR. ARRIAZA: Good evening, everyone. My name  
2 is Gus Arriaza spelled A-r-r-i-a-z-a. I remember 35  
3 years ago when my wife and I were looking for a town to  
4 raise our kids, Whittier was the place because we had  
5 friends in Whittier.

6           Soon after I have owned multiple businesses here  
7 in Whittier. I still live in Whittier. My grandkids are  
8 educating themselves here in Whittier. But I am puzzled  
9 when it comes to the line. As it was mentioned, property  
10 values may drop. It already is -- the west side of  
11 Whittier, especially on the Washington Boulevard, is  
12 probably one of the lowest property values we have.

13           Second, most of that stretch is part of the  
14 non-incorporated Whittier with little touches of Santa Fe  
15 Springs, yet Whittier city, who doesn't touch hands in  
16 that sector of the city, is all emotional and all jazzed  
17 about bringing this line in here. Yes, it's going to  
18 have great benefits, but at the same token, it wasn't too  
19 long ago that we had a homeless city here in Whittier.

20           I don't know what it took, but on the human  
21 side, I hate for these people to be pushed around. And I  
22 can only envision the crime and the homelessness that  
23 this line will bring to Whittier if it's not well  
24 studied; okay?

25           That's all I have to say.

1 MR. GUTIERREZ: Thank you.

2 So it's Daniel Gomez followed by Ruben Valdez  
3 who will be our last speaker.

4 MR. GOMEZ: Danny Gomez, G-o-m-e-z. I just want  
5 to give some testimony.

6 I actually lived in East L.A. when the Landing  
7 Station was built, and for me it was a great experience  
8 because we were able to get to downtown in our district,  
9 Little Tokyo. And you could see those cities have grown  
10 a lot. Our district bustles a lot more people. But the  
11 fact that I was able to go to a lot of these places  
12 Downtown, so I think firsthand for me it was a great  
13 experience.

14 I literally just jumped the wall from Pep Boys  
15 to Atlantic, and I was able to take it Downtown. So you  
16 can see Monterey Park Atlantic Square was growing up a  
17 lot of businesses, Starbucks, and it started to get  
18 bigger corporations there.

19 So my only concern, though, I just recently  
20 moved to Whittier, and I live off of Mar Vista, so I'll  
21 be close to that station as well, so I really would use  
22 it because I drive all over Sylmar every day for traffic,  
23 and it would be great to get in there. And there's a lot  
24 of things you guys are doing with the corridor and  
25 shaving time off of the Downtown locations.

1           My only concern, I do agree if we are going to  
2 build in East L.A. where I still have my mom's house, my  
3 aunt lives right there, two houses down is another uncle,  
4 so we have a lot invested there in property and family  
5 over 40 years in the same neighborhood. I do hope you  
6 guys consider how you built this out, because it's right,  
7 if the west side is going to get a certain treatment or a  
8 special way of building because it's the west side and  
9 we're going to get the least minimal cost just to save a  
10 buck, I think that's going to be a problem.

11           So I really do hope you take a look at that and  
12 figure out what is the best option as far as pollution  
13 through that neighborhood because it's my neighborhood  
14 still.

15           And the second thing, Atlantic had a lot of  
16 issues, that station, because business did go down. Are  
17 you guys going to provide any subsidies, anything to help  
18 the businesses while you do construction?

19           Those are the two main concerns, the pollution  
20 and the businesses along that. Thank you.

21           MR. GUTIERREZ: Thank you.

22           And our last speaker is Ruben Valdez.

23           MR. VALDEZ: Good evening, everyone. First of  
24 all, I've been proud to be with Metro on this project  
25 since day one, 2009. I live in the west Whittier

1     unincorporated area, and I'm in favor of this, simply  
2     put, because I'm forward thinking. I think everybody in  
3     here is forward thinking about if we're going to be a  
4     Metro system. You know, we brought them and, you know,  
5     we're going to continue to bring them because traffic is  
6     going to be worse. There's going to be more people. And  
7     let's be real, we've got to transport people to and from.

8             And the biggest piece, if you look back, this  
9     morning I was thinking about it as I was, you know,  
10    thinking about this meeting on my way to work, I work in  
11    Orange County, and, unfortunately, I really would like to  
12    benefit from this, but my office relocated. So I would  
13    like to see it out there too eventually, but OCTA has  
14    their own opinion that freeways are better, and they use  
15    their budget toward that, and that's how it is.

16            But what I was referring to here, though, is  
17    that we do have forward-thinking ideas. When I was  
18    driving to work this morning, I was thinking, well, five  
19    years ago there was no Lyft, there was no Uber, there was  
20    no scooters, whatever. Anyway, but that's a  
21    forward-thinking idea. This is a forward-thinking idea.

22            We might not be alive when this happens. We  
23    might be alive when it happens, but we have to think  
24    about what's going to happen next and how we're going to  
25    continue until the City of Whittier will be a greater



1 city and also all the areas around it, and the health we  
2 want as well.

3 And that's it. Thank you, guys.

4 MR. GUTIERREZ: Thank you.

5 All right. That's the end of the speaker cards  
6 that have been submitted. We are still here until 8:00.  
7 So after we're done with the presentation, we encourage  
8 everyone to stick around. Any lingering questions or  
9 additional discussions that you would like to have, our  
10 staff will be available, anyone with a name badge.

11 We would also like to remind you that the public  
12 scoping period continues beyond this meeting. It ends on  
13 Monday, July 15th. So we encourage you to continue  
14 participating and submitting comments until then.

15 And, also, spread the word to your friends and  
16 neighbors. Make sure that those that didn't have a  
17 chance to come to one of our meetings, that they take  
18 advantage of future meetings. We do also have video  
19 recordings on those presentations, and we will be  
20 distributing that at the end of the meeting period.

21 And then, in addition, if you didn't have a  
22 chance to speak or did not wish to speak in front of the  
23 crowd, we have court reporters here available until 8:00.  
24 You can do a one-on-one oral comment. They will be  
25 documenting your comment if that's what you prefer.

1           Thanks again, and we look forward to your  
2 continued participation. Have a great time.

3           MS. RUIZ: My name is Renee Ruiz, R-e-n-e-e  
4 R-u-i-z. I have a couple comments.

5           One of the speakers mentioned having a new bus  
6 service in the area, and if it could be arranged before  
7 anything is built along the Washington alternative so  
8 that things would improve more rapidly and in my  
9 lifetime.

10          I have a concern on where the stops are  
11 currently planned. One of the stops, the Norwalk  
12 Boulevard Station, is currently planned in a location  
13 where a major store recently closed, so that property is  
14 available. But how things are in this area right now,  
15 when space becomes available, they built townhouses. So  
16 that property will probably not be available for very  
17 long before it's converted into housing.

18          And the third point was another gentleman  
19 mentioned 50-some businesses that would be affected or  
20 closed because of the Washington Boulevard alternative.  
21 I just want to remind people that when the 105 freeway  
22 was built, thousands and thousands of homes and  
23 businesses were moved. I remember as a child seeing that  
24 empty space and asking my dad, what happened to all the  
25 houses? Nowadays you don't even think about it because

1 you just think, oh, I can get to the airport. So with  
2 any kind of change, there's always a little bit of loss.  
3 That's it.

4 MS. DIAZ: My name is Maribel Diaz, D-i-a-z. I  
5 am a homeowner in Santa Fe Springs, and I work in  
6 Monrovia right in front of the Gold Line stop in front of  
7 the City of Duarte. And, unfortunately, one of the  
8 concerns back then when they were thinking about bringing  
9 the Gold Line was that there was going to be an increase  
10 in crime potentially coming from the Gold line. Because  
11 although it does bring access to people into communities  
12 that didn't have access before, it also brings access to  
13 individuals who might not have the best intentions in the  
14 community.

15 As an employee of City of Hope right across the  
16 street from the Gold Line, we have seen an increase of  
17 crime on our campus, the hospital campus. And we are the  
18 station who had a stabbing and a death that occurred at  
19 the Gold Line station.

20 So what I'm asking as now a resident of a city  
21 considering the Gold Line is that Metro works with the  
22 cities and actually does an assessment of the crime rate  
23 around the Gold Line and public makeup for the residents,  
24 and also have plans to mitigate for those issues in the  
25 future.

1 (At the hour of 7:53 p.m., the  
2 proceedings were concluded.)

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1 STATE OF CALIFORNIA )  
2 ) SS.  
3 COUNTY OF LOS ANGELES )  
4

5 I, Corin M. Mulrenin, CSR No. 9496 a Certified  
6 Shorthand Reporter in and for the County of Los Angeles,  
7 State of California, do hereby certify that the foregoing  
8 pages comprise a full, true and correct transcript of  
9 said proceedings and that said transcript contains all  
10 the evidence, acts and statements of the parties made  
11 during the progress of said proceedings.

12 I am neither related to any parties involved nor  
13 interested in the outcome of the action.  
14

15 Dated this 24th day of June, 2019.  
16

17   
18

19 CERTIFIED SHORTHAND REPORTER  
20 IN AND FOR THE COUNTY OF  
21 LOS ANGELES  
22 STATE OF CALIFORNIA  
23  
24  
25

[illegible]

I, Debbie Strickland, CSR 9036, a Certified Shorthand Reporter in and for the County of Los Angeles, State of California, do hereby certify that the foregoing pages comprise a full, true and correct transcript of said proceedings and that said transcript contains all the evidence, acts and statements of the parties made during the progress of said proceedings.

I am neither related to any parties involved nor interested in the outcome of the action.

Dated this 24th day of June, 2019.

Debbie Strickland

CERTIFIED SHORTHAND REPORTER  
IN AND FOR THE COUNTY OF  
LOS ANGELES  
STATE OF CALIFORNIA

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