

IN THE MATTER OF
EASTSIDE TRANSIT CORRIDOR PHASE 2

PUBLIC SCOPING MEETING
PICO RIVERA WOMEN'S CLUB
PICO RIVERA, CALIFORNIA
JUNE 26, 2019

Reported by:
ELSA L. ORMES
CSR NO. 8717
JOB NO. 19-79059

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IN THE MATTER OF
EASTSIDE TRANSIT CORRIDOR PHASE 2

TRANSCRIPTION OF ORAL COMMENTS PUBLIC SCOPING MEETING
FOR EASTSIDE TRANSIT CORRIDOR PHASE 2
PICO RIVERA, CALIFORNIA,
JUNE 26, 2019

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The Public scoping meeting for the Eastside Transit Corridor Phase 2, taken on behalf of Los Angeles County Metropolitan Transportation Authority, at Pico Rivera Women's Club, 9214 Mines Avenue, Pico Rivera, California, commencing at 6:00 p.m. and ending at 8:05 p.m., on Wednesday, June 26, 2019, before Elsa L. Ormes, CSR No. 8717.

1 PUBLIC SCOPING MEETING

2 PICO RIVERA, CALIFORNIA

3 JUNE 26, 2019

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5
6 LYDIA KINER: My name is Lydia Kiner, and I live
7 at 7656 Landis View Lane in Rosemead.

8 And I am looking at this proposal for the MetroLink
9 going around the 60 and the way it is proposed that it would
10 be above ground. And I totally oppose it. I would not like
11 to look out my second story window and see the train or
12 even -- because I live directly across the street from the
13 freeway. We don't even have a sound barrier wall as it is.
14 I have been there 42 years and they have said -- we have been
15 promised a wall and we have never gotten a wall. And this is
16 just going to add more of an eyesore to our neighborhood and
17 I totally oppose it.

18 If they want to contact me, you can call me at
19 (310) 874-2002.

20 MR. GUTIERREZ: Good evening everyone. Thank you
21 for joining us today. I just want to make a quick
22 announcement, that we have resources available throughout the
23 room and you can get informed a little more on the project
24 before we get started with our presentation. We also have
25 project staff. Anyone with a name badge can help you answer

1 any immediate questions you may have. And that's important
2 because the public scoping process doesn't allow for you to
3 get up and ask questions and get a response. We're here to
4 collect your comments. So as you get up and speak, you can't
5 anticipate to receive a response. So now is the time to have
6 that dialogue with staff, have some of your preliminary
7 questions answered, hopefully help you guide towards
8 submittal of your comments.

9 There is many ways you can comment today. So at
10 registration you should have received an information packet.
11 Inside of that packet you have a comment sheet that will
12 allow you to write your comments and submit them today or
13 mail them any time before July 15, which is when our comment
14 period ends. But, in addition, we also have the court
15 reporter available here to my left. She is going to be
16 available until 8:00 today, but before the presentation you
17 can walk up to her, sit in front of her, and provide your
18 oral comment which carries the same weight as you submitting
19 a written comment or making an oral statement as part of the
20 oral presentation.

21 So for those of you that maybe don't want to speak
22 in front of the crowd or are limited with time or just have
23 some immediate thoughts that you would like to get out of the
24 way, you can come up to the court reporter and provide your
25 comments.

1 And for those that are interested in speaking today
2 after our formal presentation, make sure that you submit a
3 speaker card. That is the half sheet that is in your
4 information packet. We have already been collecting them and
5 we're going to be reading them in the order that they are
6 submitted. Lilian is holding up a copy, so you have an idea
7 what the speaker card looks like.

8 So far we have a stack of cards and, like I
9 mentioned, you can submit your speaker card any time before
10 the presentation or during the presentation and the names
11 will be called in the order that they are received.

12 We also have a Spanish interpreter for anyone that
13 needs those services.

14 Diana, if I could ask you to come up.

15 She will be making a short announcement in
16 Spanish -- announcement in Spanish so to make sure that
17 anyone that needs access to those services can take advantage
18 of them.

19 THE INTERPRETER: (Spanish instructions.)

20 MR. GUTIERREZ: With that, we have another 10
21 minutes of open house. Please take advantage of the
22 resources and the presentation will start at 6:30.

23 Thank you for joining us and we'll get started soon.

24 MICHELLE CASTRO: So I live in Whittier, on Whittier
25 Boulevard and Hadley, and I work at LAX Airport. And I have

1 been taking the Green Line for 13 years now, about that.
2 And, honestly, I would like to see the Metro kind of connect
3 all the areas, like run through Whittier, La Mirada areas,
4 the areas that are a little bit more farther away from the
5 freeway and connect to the Green Line Because I would still
6 like to continue taking the Green Line but have it be easier
7 to get to the Green Line instead of having to go all the way
8 around in the Gold Line. I would like to see it underground
9 with a parking structure because parking at Norwalk is
10 terrible. It's really hard to get parking. And maybe see it
11 run later at night because the train -- the Green Line stops
12 running at midnight and I get off at 1:30, so kind of limits
13 my ability to take the train home from work.

14 I think that's pretty much it. But I am really
15 excited about it coming to this area. So maybe just extend
16 it farther into, you know, La Mirada, La Habra area and
17 connect it to the Green Line.

18 ROBERTA TORRES: I'm a resident of Pico Rivera and
19 I'm against the Metro going through our city. I live on
20 Washington Boulevard and there will be increased traffic due
21 to less lanes specifically for us going to Montebello. We
22 have enough traffic with Walmart and the shopping center.
23 And there's been homeless people and break-ins into cars in
24 the last six months that have increased tremendously just in
25 that area. And who knows what the trains will bring. Most

1 neighbors I spoke to did not know about it. It would be nice
2 if residents are notified and given an option or vote on it
3 or something to that effect.

4 We already have a bus line that goes up and down
5 Washington Boulevard, The Montebello Bus Line, which will
6 stay evidently.

7 The project should stay by the 60 Freeway if
8 Whittier wants to have Metro go down Peck Road to Workmill
9 into Norwalk Boulevard, you would have students from Rio
10 Hondo and people who visit Rose Hills.

11 Whittier is for this, but they have no effect with
12 the residents or anything else. It's going to be down
13 Washington to Home Depot and not affect them in the least.
14 And I don't, seriously, ever think it is going to go down
15 Whittier Boulevard for them.

16 So thank you for your time.

17 JUDITH RANKIN: I am a resident of Pico Rivera
18 since 1950. I have seen all the changes, good and bad. This
19 train system is the worst thing that anybody has ever come up
20 with. It's not going to stop the trucks. That has been a
21 major truck route since before 1950 and we already have
22 traffic. We have the town center right across from it so we
23 have that. Plus I live on Paramount so I have traffic come
24 off of Paramount down our street to Washington Boulevard.
25 This is going to make a nightmare that nobody wants to deal

1 with. It's going to make our lives miserable, totally
2 miserable. It is going to hurt the home owners, it's going
3 to hurt the community, it is going to hurt the city, and it
4 is going to hurt the businesses, small businesses. It's
5 going to hurt all of us. I've never seen anything so
6 ludicrous in my entire life. And I don't want to -- I know
7 people don't want it.

8 When I look out my front door to the end of my
9 driveway I see them going to Washington. You are going to
10 hear an explosion. Nobody wants it.

11 PETE HERNANDEZ: I just I am opposing it. I live
12 on Washington and Paramount. And as it is, it is extremely
13 busy. A lot of traffic, a lot of big trucks pass there
14 already as it is. The streets are tight and traffic back-ups
15 in the morning and in the afternoon. And there is lot of
16 businesses there. All these businesses are going to be dead
17 and, you know, we're going to live through the construction
18 for all this time. So I think they should take the 60 route.
19 That will be the best for everybody. And that's about it.

20 Thank you.

21 LISA HERNANDEZ: So, yeah. I just want to say if
22 they have to go with any option, option one is better for us
23 because of the traffic we have on Washington and the safety
24 issue. I won't vote yes for that for sure. But if anything
25 that is the one that is going to affect Washington Boulevard

1 is going to be better off than going through Washington.

2 JUDITH RANKIN: As far as tanker trucks going down
3 Washington, there we see very few of them. They go 40
4 miles an hour. We have cars going down 50 and 60 down
5 Washington. They are a bigger danger to us than the tankers
6 and the trucks. Another problem is what comes into our
7 community. We already have gang problems, we already have
8 problems with people ripping us off, homeless and, in
9 addition to that, with the train why do we want that? And
10 like I said, the traffic, the gangs.

11 We have cleaned up. We're really cleaned up in our
12 community. It is going to be a bloody nightmare we're not
13 going to be able to deal with. And more homeless, more
14 graffiti. That is a problem for us.

15 MS. DE LOZA-GUTIERREZ: Welcome everyone to Pico
16 Rivera. We're going to start the presentation off with a
17 video that kind of introduces everyone to the project and
18 then right after the video I'll be right back.

19 My name is Lilian De Loza-Gutierrez. I'm working
20 with the project team and ensuring the public is engaged
21 throughout this process for planning. This is one of many
22 meetings that are being hosted and this is the beginning of
23 the project and we'll be back in the community later in the
24 coming months and coming years as we plan this project, but
25 with that let me start off this presentation with a quick

1 video.

2 (Video shown both in English and Spanish.)

3 MS. DE LOZA-GUTIERREZ: Thank you so much.

4 So as Edgar mentioned earlier this evening to speak
5 tonight you will need to fill out a speaker card that looks
6 like this (indicating). And there are staff members around
7 the room. If you have not yet submitted it and you want to
8 submit it, there is an opportunity to do so. If you are kind
9 of shy like me and don't like to talk in crowds, you can
10 write your comments in a comment card that looks like this
11 (indicating). You can drop it off in the back of the room.
12 There is a box. You can mail it in. And then the other
13 option that we have is you can come and speak one-on-one with
14 our court reporter who will record your comments for the
15 record. There is also e-mail, there is also phone that you
16 can call and we're going to go through all the many ways you
17 can comment through July 15.

18 With that, I am going to turn it over to my
19 colleague Jenny Cristales-Cevallos. She is the project
20 manager that is overseeing this project in the planning
21 phase. She will give you an overview of the project. And
22 then we're going to turn it over to our public hearing
23 officer -- not an officer but our facilitator Edgar Gutierrez
24 who will then be calling your name up and you will have two
25 minutes to speak for the record. And he will be calling

1 names three at a time.

2 So with that, let me turn it over to Jenny. Thank
3 you.

4 MS. CRISTALES-CEVALLOS: Good evening. My name is
5 Jenny Cristales-Cevallos, and I'm the project manager for the
6 Eastside Transit Phase 2. I'm super happy to see a lot of
7 folks here. This is our last meeting, but there will still
8 be an opportunity to provide comments moving forward via our
9 website or providing all comments through our e-mail, leaving
10 a message, things of that sort. So I will have more details
11 on that during the presentation.

12 I want to also start talking a little bit more
13 about the project in terms of how we're reviewing this
14 environmentally. So we're doing this environmental process
15 to meet state and federal mandates. So what that means is
16 that we're evaluating this through the state and the federal,
17 meaning that we are preparing a document which is an
18 Environmental Impact Statement on the federal side which is
19 an EIS and an Environmental Impact Report, EIR. So you will
20 hear me refer to those documents, EIS/EIR very frequently in
21 the presentation because that's what we're gearing up to
22 prepare for this project.

23 So the purpose of scoping, really the purpose of
24 scoping is to gather input from the community in terms of
25 what we should be studying. And this is everything, input

1 from construction, operations and so we really want to hear
2 project comments from you and help us understand what to say,
3 what we're looking for. So this is part of this project
4 environmental process.

5 Again we're not in this alone. Metro is not in
6 this alone. Since this is being evaluated also through the
7 federal process, the Federal Transit Administration, the FTA
8 is the lead agency on the federal side so they are leading
9 that part of the effort. And then Metro is the lead agency
10 on the state side of the review of the EIR.

11 And in addition to that, we also have cooperating
12 agencies that will be reviewing the document. And that is
13 other federal agencies that have a level of expertise to
14 ensure that we're going through this process and looking at
15 the benefits and impacts of the project. So this might
16 include Caltrans, the EPA Environmental Protection Agency.
17 So they will be reviewing this process as well.

18 We're also inviting our participating agencies such
19 as our local agencies, our jurisdictions through state,
20 regional, all the different folks that have a stake in this
21 particular project. And I see some city representation here
22 as well.

23 So here is a brief history on the Eastside Transit
24 Corridor Phase 2. So in 2009 we began the alternative
25 analysis and during this period we looked at 47 different

1 types of alternatives in the project study area. And I'll
2 show a map of the project study area a little further along.

3 So when we were doing the 47 alternatives and
4 evaluating those we looked at different routes, modes,
5 station configurations. And then we moved on to the 2014
6 drafts EIS/EIR. So this is the lead document that we're
7 currently revising and recirculating. And we looked at two
8 LRT alternatives and at this point the Board did not select a
9 locally preferred alternative. They did not select one
10 alternative at this point.

11 There were a lot of comments received from the
12 communities, there were also a lot of comments received from
13 other agencies that we needed to address. So as part of that
14 a post draft EIS/EIR technical study was produced. And what
15 this looked at was a new north/south connection on the
16 Washington alternative which identified a below grade
17 underground section to connect to Washington. So as part of
18 that we also introduced the new combined alternative which
19 I'll talk about a little further.

20 So now we're in 2019 we're re-initiating the
21 environmental process and we're looking at three alternatives
22 and additional alternatives which I'll speak to later in the
23 presentation.

24 But for now the main alternatives or the
25 alternatives are SR-60, the Washington alternative, the

1 combined alternative which builds both the SR-60 and the
2 Washington alternative.

3 Here is a quick project timeline. So we're
4 currently now in the stages of re-initiating the draft
5 environmental study and the advanced conceptual engineering
6 and we're looking to concluding this in 2021, final
7 environmental clearance by 2023, and into construction in
8 2029 with opening in 2035. And through this process, this
9 entire process, we're looking to engage the community in
10 providing input along the way.

11 So for this project we've identified state and
12 local fundings. And there is a little bit of federal funding
13 involved in there too. So we have a total of 6 billion that
14 will be in two cycles, 3 billion in each cycle. One is
15 expected in 2029 and the second cycle is in 2053. Eastside
16 Transit Corridor Phase 2 is included in the 28 by 28 project
17 schedule. And what that means is that the Board has
18 prioritized projects on this list to be accelerated. So
19 there is opportunities for acceleration, but in this case it
20 will be for one alignment.

21 So again, why are we recirculating the draft
22 EIS/EIR? Well, the draft document was developed in 2014 and
23 since that time there's been changes in the community.
24 There's also been -- we've also addressed a lot of the
25 comments from the stake holders and agencies that we now

1 introduce that north/south connection. And in addition to
2 that we introduced a combined alternative. And so to, you
3 know, we need to take those new alternatives, those new
4 refinements through the public review process once again to
5 update the draft EIS/EIR to identify a locally preferred
6 alternative.

7 So one of the biggest phases or the goals are the
8 purpose and need of the project and we -- here we have a
9 statement in terms of the purpose of project, but we're
10 looking for input from you tonight or whenever you have an
11 opportunity to submit a comment and take a look at the
12 statement and let us know whether that meets the community
13 needs. We also have a board in the back where it identifies
14 a few more bullet points in terms of the needs. And so this
15 is really, say, the goal how we develop and evaluate a range
16 of alternatives.

17 So the draft EIS/EIR has several study areas. And
18 this is where we start looking at potential effects. We
19 start effects -- environmental effects and we start also
20 looking at really how we study the overall project. And so
21 we're looking for comments tonight if there are any other
22 areas of concern from you and what else should we be
23 studying.

24 In addition to that, this is an area where we start
25 looking at how we're going to evaluate the alternatives. So

1 this is an opportunity to provide some kind of input in terms
2 of how we look at the alternatives and what we study.

3 So this is currently the project study area. It
4 includes eight cities and unincorporated areas of L.A.
5 County. So by 2042 this area is expected to experience an 11
6 percent population growth and a 25 percent employment growth.
7 So with time there will be further demand in terms of our
8 infrastructure, public transportation.

9 And now I'm going to talk a little bit about the
10 alternatives that we'll be evaluating. So the no build
11 alternative what that looks at is an overall -- overall
12 looking at our transit -- existing transit network and no
13 project.

14 And the 60 alternative begins at the existing
15 Atlantic Pomona Station, expands about approximately 6.9
16 miles to the City of South El Monte. And this is proposing
17 four stations. You'll see right there close to the center
18 that the line transitions over to the north to avoid a
19 superfund site there in the City of Monterey Park. This
20 configuration primarily runs aerial, in an aerial
21 configuration above, right.

22 The Washington alternative expands approximately
23 about nine miles and it begins at the existing Atlantic
24 Station from the Gold Line and travels down to the City of
25 Whittier. This alignment has different configurations, all

1 right. So as I mentioned before, when we were out in the
2 community in 2017 we heard from community members that they
3 wanted to see a different alternative for that north/south
4 connection. So we now have a north/south connection starting
5 from Atlantic that goes underground all the way through to
6 Garfield and it grade lines around Garfield and then goes in
7 an aerial configuration, right, goes above the structure.
8 And it then travels to Greenwood and then east of Greenwood
9 and then travels At-Grade.

10 So we're looking at areas in terms of what --
11 sorry -- around Rosemead and the 605 Freeway those are areas
12 that we're looking at whether we're going to grade separate,
13 meaning does it go above or how we travel along that area to
14 cause -- minimize any impacts.

15 So the combined alternative looks at building out
16 both the SR-60 and the Washington alternative. And for this
17 alternative what we're doing is evaluating really the design
18 of this alternative because in -- for this particular
19 alternative we introduced the junction. And what a junction
20 is around an area where both of the lines meet. Our
21 engineering team will design to see how we can provide
22 operations where you can take the line from South El Monte
23 and travel in kind of a C configuration, right, where you can
24 go down to Whittier. So essentially what it does is it
25 allows for a streamline travel in that C configuration. So

1 that is currently what we're evaluating. We're looking to
2 see how that junction applies to this alternative.

3 One other thing I would like to talk about in terms
4 of overall of the alternatives is that we're looking at
5 minimal operable segments. And what that means is a phase
6 approach. We're looking at funding and we're looking at all
7 the different alternatives to see what would be a phase
8 approach if we don't have, for example, enough funds to build
9 out both. We're evaluating these phased approaches MOSS
10 through the environmental process.

11 All right. So this is our last public scoping
12 meeting. We've had six public scoping meetings and we tried
13 to cover the project study area and tonight is our last one.
14 But again, there is plenty of opportunity to provide comment.
15 We have several handouts here that have our mailing address
16 where you can easily fill it out and send it in. Again we
17 started our scoping period May 31st and ends July 15, Monday.
18 And so here are the opportunities to also provide input.
19 There is my contact information, mailing address, the project
20 e-mail address as well. But there will be other
21 opportunities for the public to provide input especially
22 during the environmental process. So if you look out where
23 the purple diamonds are, that is the time where you will have
24 an opportunity to provide input. And right now we've started
25 off with the 45-day scoping period and the next opportunity

1 will be when we release the draft EIS/EIR for public review.
2 Also we'll hold public hearings when the selection of the
3 locally preferred alternative. And, lastly, once we prepare
4 the final EIS/EIR. So this is an example where you would be
5 able to participate for the environmental process, but there
6 will be other opportunities for the project as well. We will
7 have urban design workshops, there will be stake-holder
8 briefings and, as I mentioned, in the environmental process
9 there will be hearings as well. There is multiple ways to
10 stay in tune and stay updated in terms of the project and our
11 website is also updated frequently. Again, my
12 contact information is there. We're really, really wanting
13 to hear from you in terms of the overall scoping period and
14 your comments.

15 So now I'm going to turn it over to Edgar. Edgar
16 is going to help here to facilitate the comment period.

17 MR. GUTIERREZ: Thanks, Jenny. All right. So
18 before we get started I just want to go over some ground
19 rules to make sure that we can make this as effective as
20 possible and make sure our court reporter is able to
21 accurately document your comments.

22 So this is the part where we're here to listen to
23 you. That is a key component of public scoping. We're here
24 to collect your comments in a variety of methods. The public
25 speaking opportunity is just one of the ways for you to

1 submit comments. So what I'll be doing as part of this
2 portion of the program is I'm going to be reading the speaker
3 cards in the order that they were submitted. Now, when we go
4 through the speaking segment we want to make sure that we're
5 as respectful to everyone that is speaking, that we allow
6 them the time to speak, and limit any noise. We also ask you
7 to refrain from applauding or cheering or booing. It does
8 make it really difficult for our court reporter to document
9 everyone's comments. At a prior meetings we've had that
10 issue and the court reporter is not able to take down your
11 full comment because there is just competing noises while
12 we're going over that. So we really ask you to be respectful
13 of that process.

14 Now, for those that are interested in providing
15 comments in Spanish, it's been mentioned we have a Spanish
16 interpreter that's available to walk up and interpret the
17 comment. For those people that need a Spanish interpreter
18 the time will be doubled to allow the time for translation.
19 So the person can speak into the microphone in Spanish and
20 the court reporter, rather, the Spanish interpreter will
21 repeat that comment in English so that the court reporter can
22 document it.

23 There are some speakers tonight that have
24 additional time ceded to them, meaning that other potential
25 speakers submitted a speaker card and ceded their time or

1 donated their time towards another speaker. So there is some
2 speakers that will have up to eight minutes because they had
3 three speakers donate their two minutes and others will have
4 six minutes, so on. I just want to make sure everyone is
5 clear on that. Other than that, everyone will have two
6 minutes to speak. And we have the screen up in the front
7 that will inform you how much time you have available. The
8 microphone is located to the left.

9 So I am going to be calling three names at a time.
10 When you hear your name, we would like you to line up by the
11 microphone and just go up and speak in the order that your
12 name is called.

13 So, without further ado, I am going to call our
14 first speaker, it's Vincent Corcoran, and he has an
15 additional six minutes allocated as a result of time being
16 ceded by Grecia Nunez, Joseph Corcoran and Maria Elena
17 Corcoran. And after Vincent, he will be followed by John
18 Corcoran and Jackie Juarez.

19 VINCENT CORCORAN: My name is Vincent Corcoran.
20 Not only am I a member of the Justice and Equality for the
21 Eastside Coalition and a lifelong resident of the Via Campo
22 neighborhood of East Los Angeles, but I'm also a registered
23 voter in my district. I witnessed nearly 100 percent support
24 for an underground subway alternative at the East Los Angeles
25 and Montebello scoping meetings. You have more available

1 options than what Metro just shared with you, Pico Rivera.
2 We can all have an underground subway alternative go through
3 East Los Angeles, Montebello, South El Monte, Pico Rivera and
4 Whittier. Do not accept anything less. We're here to
5 support you.

6 Metro's only goal is to accelerate and redirect
7 funds for as many projects with their '28 by '28 initiative
8 by any means necessary at the community, voters, and
9 taxpayers expense for the 2028 Olympics. For example, three
10 of the five Metro Board Members, John Fasana, Hilda Solis,
11 and Janice Hahn introduced a motion directing staff to
12 explore the possibility of accelerating construction of both
13 alignments upon conclusion of the environmental review phase.
14 In other words, once the study is done, get both alignments
15 built as quick and as cheap as possible for the 2028
16 Olympics. We need to speak up and say no. We want justice
17 and equality for the Eastside. If anything is going to be
18 built it's going to be an underground subway for both
19 alignments. If not, vote them out and get in representatives
20 who will listen, care for you, and fight for what is right
21 for all Eastside communities.

22 After today's meeting you can attend any of their
23 monthly Metro board meetings in downtown Los Angeles and you
24 can directly voice your concerns to them in person.

25 Metro has asked you what should we study in their

1 environmental impact statement EIS and environmental impact
2 report EIR, but what they haven't shared with you are all the
3 concerns of your neighboring communities at these past Metro
4 scoping meetings and examples of how you should ask your
5 questions so your concerns will be included in their study.

6 For the past two weeks I have been fortunate to
7 attend all six Metro Scoping Meetings including this last
8 final one. And what I'm about to share with you are those
9 concerns formatted in such a way Metro cannot ignore and must
10 address in their EIS/EIR.

11 We would like the EIS/EIR to study and to compare
12 all of the alternatives outlined in the Spring 2019 Gold Line
13 Eastside Transit Corridor Phase 2 fact sheet to an
14 underground subway alternative for the following:

15 Number 1, what alternative will have the quickest
16 commute time measured in minutes beginning from the East Los
17 Angeles Atlantic Station to all the stations listed in the
18 fact sheet. Metro has failed to share any estimated commute
19 time with the Eastside communities.

20 Number 2, what alternative will have the highest
21 ridership measured in ridership both ways from the stations
22 outlined in the fact sheet to Union Station.

23 Number 3, what alternative will improve traffic
24 conditions the most measured in traffic minutes and traffic
25 miles per hour.

1 Number 4, what alternative will increase
2 residential and commercial real estate value the most
3 measured in percentages.

4 Number 5, what alternative will produce the
5 healthiest and cleanest air measured in new asthma cases, new
6 lung cancer cases, greenhouse gases specifically
7 carbondioxide, methane and nitrous oxide and measurements of
8 hex chromium levels.

9 Number 6, what alternative will provide the
10 healthiest future generation of children measured in new
11 cases of developmental disabilities in children.

12 Number 7, what alternative will have the safest
13 Metro stations measured with crime statistics separated by
14 violent crimes, nonviolent crimes, crimes against women and
15 crimes against children under the age ever 18.

16 Number 8, what alternative will have the most and
17 highest level of security measured in foot patrols, cameras
18 and type of entry/exit gating.

19 Number 9, what alternate will have the safest
20 traffic intersections, statistics measured in fatal and
21 nonfatal accidents for motorists an pedestrians for both
22 adults and children under the age of 18.

23 Number 10, what alternative will have the quietest
24 noise pollution for the surrounding Metro communities
25 measured in decibels.

1 Number 11, what alternative will keep the most
2 residential and commercial curbside parking and provide the
3 most parking for Metro riders measured in the number of
4 available parking spaces available for commercial and
5 residential curbside street parking and the amount of new
6 Metro parking structures and parking spaces. Will parking at
7 the new parking structure be free forever or will Metro begin
8 charging for parking. If so, when?

9 Number 12, what alternative is capable of having
10 the most available Metro station stops and support and
11 improve the current bus system by providing bus commuters
12 more connecting options to Metro's train stations.

13 Number 13, what alternative can easily adapt to the
14 future of technology 50 years from now.

15 Number 14, what alternative can feasibly
16 accommodate the most future traffic expansions by local
17 cities and Caltrans for the next 20 years. For example, the
18 60 Freeway expansion.

19 Number 15, what alternative will have the least
20 amount of impact while being built on the surrounding
21 communities. A study measured and compare the number of
22 projected new businesses that will open, business revenue
23 changes in percentages and the amount of projected business
24 closures in your study.

25 Number 16, what alternative will be the most

1 sustainable and not ruin what we have left of nature measured
2 in the number of trees chopped down, plants removed and
3 square feet of natural habitat lost.

4 Number 17, what alternative will have the least
5 amount of business and homes taken away and destroyed by
6 Metro.

7 We know Metro will come up with the excuse a subway
8 alternative can't be projected, modeled, studied, built, or
9 afforded. We're tired of your excuses, Metro. If you can
10 build a 9 mile, \$9.3 billion Westside Subway Extension known
11 as the Metro Purple Line, then we know you can afford and
12 build what is right and what the Eastside wants and deserves
13 not a lower class, inferior designed Eastside Transition
14 Extension as currently proposed but a first class, \$6 billion
15 Eastside Underground Subway Extension for all alignments. We
16 will not accept anything else with our tax money.
17 Underground. Underground. Underground. Dig for the gold.

18 (Applause.)

19 MR. GUTIERREZ: Thank you. Up next is John
20 Corcoran. He has had an additional four minutes ceded to
21 him, two minutes from Ben Langham and an additional two
22 minutes from Franchesca Corcoran.

23 After John, he will be followed by Jackie Juarez
24 and Cesar Luna.

25 JOHN CORCORAN: Thank you again. Glad to see your

1 great attendance of everyone that took the time from their
2 busy schedule to attend this meeting.

3 My name is John Corcoran, and I'm an organizer of
4 the Justice and Equality Coalition. Our Coalition consists
5 of over 400 homeowners and residents of the Via Campo
6 neighborhood covering both East Los Angeles and Western
7 Montebello and I'm presenting this statement on their behalf.

8 The Justice and Equality for the Eastside coalition
9 opposes the SR-60 north/south design variation alternative
10 commonly referred to the 60 Freeway Gold Line Extension as
11 currently proposed with an At-Grade and aerial build. A no
12 build option will be advocated for by the Justice and
13 Equality for the Eastside Coalition if Metro continues to
14 support this alternative for an At-Grade aerial design.

15 The Justice and Equality for the Eastside Coalition
16 will only support the 60 Freeway Gold Line Extension if an
17 underground construction design is utilized on Pomona
18 Boulevard for the first 4,500 foot from west of Atlantic
19 Boulevard to east of Findlay Avenue at the beginning of the
20 Montebello Golf Course. The Justice and Equality for the
21 Eastside Coalition supports the Atlantic Boulevard,
22 Washington Boulevard alternative but only if the Atlantic
23 Boulevard portion is built fully underground.

24 The Justice and Equality for the Eastside Coalition
25 would also support an underground design on Pomona Boulevard

1 between west of Atlantic Boulevard to Findlay Avenue on the
2 north side of the 60 Freeway.

3 An element which to this date has not been
4 specifically answered by Metro is the following: The Justice
5 and Equality for the Eastside Coalition has made multiple
6 attempts to elicit a formal response from Metro confirming
7 that as part of the supplemental recirculated draft
8 Environmental Impact Statement/Environmental Impact Report,
9 acronym EIS/EIR, Metro again would include an analysis of an
10 underground construction design for the portion of the 60
11 Freeway Gold Line Extension on Pomona Boulevard for the first
12 4,500 foot from west of Atlantic Boulevard to east of Findlay
13 Avenue at the beginning of the Montebello Golf Course. To
14 date, Metro has been evasive at best in answering this
15 question.

16 I state for the record the following documents
17 numbered by attachment, all which I will submit to the court
18 reporter after my comments.

19 Attachment 1, Lozeau Drury letter to Metro dated
20 March 9, 2018, addressing the underground alternative EIR
21 analysis for the 60 Freeway Gold Line Extension.

22 Attachment 2, Metro's response letter dated March
23 19, 2018, to the Lozeau Drury letter dated March 9, 2018,
24 with highlights.

25 Attachment 3, e-mail to Manjeet Ranu of Metro dated

1 March 28, 2018, from Lozeau Drury requesting clarification of
2 the At-Grade Segment Design.

3 Attachment 4, letter to Waqas Rehman, dated April
4 4, 2018, from Lozeau Drury confirming that Metro would
5 analyze an alternative for an underground option.

6 Attachment 5, e-mail to Waqas Rehman from John
7 Corcoran dated April 20, 2018, at 6:14 p.m. confirming
8 Metro's refusal to provide confirmation of a study for an
9 underground alternative.

10 Attachment 6, California Public Records Act CPRA
11 request dated November 26, 2018, to Metro for records related
12 to an underground design and Metro's refusal to provide such
13 records.

14 In summary, Metro has stonewalled our coalition and
15 has been noncommittal in confirming that it would in fact
16 study an underground alternative on Pomona Boulevard between
17 west of Atlantic Boulevard to East of Findlay Avenue at the
18 beginning of the Montebello Golf Course as it is compelled to
19 do based upon the case law cited in the Lozeau Drury letter
20 dated March 9, 2018, included as Attachment 1 referenced
21 above the law requires that an underground alternative be
22 analyzed.

23 Please address the comments as referenced above and
24 specifically answer whether an underground design alternative
25 on Pomona Boulevard between west of Atlantic Boulevard to

1 east of Findlay Avenue at the beginning of the Montebello
2 Golf Course will be prepared in the upcoming EIS/EIR as Metro
3 is compelled to do by statute.

4 Thank you.

5 (Applause.)

6 MR. GUTIERREZ: Up next is Jackie Juarez followed
7 by Cesar Luna and Marina Perez.

8 JACKIE JUAREZ: Hi. My name is Jackie Juarez. As
9 a long-term resident of Greenwood Avenue past Washington in
10 Montebello I approve of the no build alternative.

11 This project will be detrimental to the low income,
12 communities of color that Greenwood and Washington all on the
13 south side. I have seen a disinvestment in South Montebello
14 for years. I hope if there are any council members from
15 Montebello here today, please take this into account.

16 In Metro's mission statement it is stated that one
17 of their goals is to ensure an equitable project. So when
18 we're thinking about what is equity, what is equitable, we
19 have to consider the people who are most at risk of
20 displacement, otherwise this project is oppressive to the
21 community.

22 There are examples of how Metro Rail brings along
23 with it gentrification. In Highland park over the years we
24 have seen an increase of displacement of its long-term
25 residents. Gentrification doesn't happen overnight but in

1 increments such as this project. There also has to be an
2 increase of police presence on the Metro in working class and
3 communities of color.

4 Thank you.

5 (Applause.)

6 MR. GUTIERREZ: Up next is Cesar Luna, followed by
7 Marina Perez and Paul Ness.

8 CESAR LUNA: Hello. I'm Cesar Luna. I've lived
9 here in Pico Rivera for 58 years, and when this project is
10 projected to be done I'll be 74.

11 I came in with an open mind thinking that I
12 don't want it to go down Washington Boulevard because it will
13 ruin the atmosphere on the boulevard. The homes that go
14 along Whittier Boulevard have been built since 1949. It
15 disrupts -- it will disrupt families. And I really enjoy --
16 and you changed my mind. You changed my mind because it
17 really is going to impact all of us and it will bring crime
18 and the building process is going to impact all of us.

19 I'm 100 percent behind the no-build project. I
20 think that it should be defunct, it should be eliminated and
21 put elsewhere. It sounds good to have it here, but it's not
22 worth it. It's not worth having it and it's not worth having
23 our lives turned upside down by a big transportation company
24 who isn't willing, from what I hear, to be straightforward
25 with the communities.

1 So we've had enough of that corrupt attitude in
2 Pico Rivera and we don't want it anymore. And we all need to
3 speak up and say what is in our mind and not be steamrolled
4 by those who have gone to ivy league colleges instead of Rio
5 Hondo.

6 So, Metro, I'm against this 100 percent.

7 (Applause.)

8 Thank you for listening to me and thanks for sharing
9 your thoughts because the two speakers prior to me is the
10 person that most made the impact. Thank you. I appreciate
11 the information. Thank you.

12 MR. GUTIERREZ: Up next is Marina Perez, followed
13 by Paul Nese and George Martinez.

14 MARINA PEREZ: Hi everybody. My name is Marina.
15 I'm from northeast -- I'm from northeast L.A., specifically
16 near the Highland Park area. Kind of like my friend Jackie
17 said, gentrification does not happen overnight. I was 11
18 years old when the Metro line was built, when it first open.
19 That means meetings were happening when I was in elementary
20 school, but I didn't get to attend those meetings. What
21 happened was that my community -- my community went through
22 gentrification. We're talking about cultural alienation.
23 That's not something that has been reported. We're talking
24 about the economy, right. I'm more interested in knowing if
25 Metro is willing to do some sort of report that would measure

1 the amount of residents and renters prior to the Metro and
2 how we're going to create a prevention plan so they can
3 remain in the community after the Metro is built. That is
4 one.

5 Another one is police presence. I talked to
6 somebody earlier today. They said that the police were in
7 the Montebello meeting. I did not see them. Their
8 visibility matters. I want to see a report on how many
9 arrests and tickets were given out to our youth, to our
10 seniors, to homeless people on the Metro Gold Line Stations.
11 That should be public. Okay. And this is our working hard
12 community, several of them down right the line. I don't see
13 any freaking Metro police in South Pasadena, Pico Rivera
14 Atlantic Station. That pisses me off.

15 And one thing also pisses me off, you guys don't
16 know how to promote your meetings. How many young people are
17 in here? We have a bunch of college students that take
18 public transportation. Where are they? Make some fucking
19 billboards. I don't understand what is going on. Get
20 seniors, to all the youth, to homeless.

21 You are welcome.

22 (Applause.)

23 MR. GUTIERREZ: I just want to remind everyone we
24 have to be respectful of everyone in the audience and not use
25 foul language. We do have children here. You can still get

1 your message across without using foul language. We
2 appreciate your comments.

3 Up next is Paul Ness, followed up by George
4 Martinez and Edmond Veloz. Edmond will have a total of six
5 minutes. He has a couple of people donating time to him.

6 Go ahead, Paul.

7 PAUL NESE: Good afternoon. That's a tough act to
8 follow. I wish I had more time.

9 MR. GUTIERREZ: Your name?

10 My name is Paul Nese, N-E-S-E. I have been a
11 resident of Pico Rivera since 1950, used to see orange trees
12 and avocado groves.

13 I'm here as an individual. I advocate for the
14 Washington Boulevard line. I use public transportation, I
15 use the Gold Line, especially use the Green Line, et cetera.

16 I question very much about even the need for the 60
17 line considering that you have a line that runs down the 10
18 Freeway. It's called the Silver Line. It's a bus line and
19 it's adequately used. However, looking at the Montebello --
20 looking at the line along the Pomona Freeway, while it's six
21 miles long only half of is, for discussion purposes,
22 inhabited. You have oil fields, you have a skit shooting
23 range, you have the Whittier Narrows Park, you have other
24 things and you end up at the San Gabriel River Freeway.

25 Looking at the Washington Line you go through East

1 L.A., a low income area that needs transportation. You go
2 past -- you go past the Citadel which is a major shopping
3 center, you go through the City of Commerce which has
4 numerous -- hundreds of businesses and thousands of people
5 employed. You go through Montebello which is a bedroom
6 community and has business. You go through Pico Rivera which
7 has a major shopping center here with the Walmart and Lowes.
8 You go through -- into Whittier and you end up at the
9 Regional Hospital or the Presbyterian Hospital. Presbyterian
10 Hospital versus the River bed.

11 Thank you for your time.

12 MR. GUTIERREZ: Thank you. Up next is George
13 Martinez, followed by Edmond Veloz. As mentioned, he has had
14 time ceded from Cindy G. and Ruben G.

15 After Edmond will be Gerald Behoteguy.

16 GEORGE MARTINEZ: My name is George Martinez. I
17 have been a Pico Rivera resident since 1991. I own my home
18 on Lindsey Avenue crossing Washington Boulevard.

19 If this line passes through Washington Boulevard,
20 it will cause noise pollution, traffic nightmares, and
21 depreciation of our homes. How am I going to turn into my
22 street since I don't have no turn signals, and especially the
23 streets in back of me, Citronella and Lambert. Both of those
24 streets turn into a dead-end behind the police station. I
25 don't see how these residents nor myself are going to turn

1 into our neighbors.

2 I doubt they will be right to build crossing lights
3 off every street across Washington Boulevard. Our fire
4 department and ambulances depend on Washington to tend
5 emergency calls. Putting this train down the middle of
6 Washington Boulevard will hinder our departments in
7 responding to emergency calls.

8 When you drive down 3rd Street in East L.A. you can
9 see how the lanes got reduced into single lanes. Everyone
10 that knows that area avoids it like the plague. Passing --
11 when passing on -- when you drive down the 60 Freeway
12 eastbound passing the 710 Freeway, that's where the traffic
13 jam starts, right before approaching Atlantic Boulevard.
14 Continuing the Metro line down the 60 Freeway makes the only
15 sense and should be the only project considered.

16 We hear people coming up here in favor of the Metro
17 down Washington Boulevard. Most of these people don't own
18 nor pay property taxes from homes down Washington Boulevard.
19 Again, from Rosemead Boulevard to the 605 we have nothing but
20 single family homes that will be affected.

21 I pray that our city officials will do the right
22 thing and not just think about their own agenda. If this
23 happen no matter what, we will not support any above-ground
24 line. Only underground.

25 Thank you.

1 (Applause.)

2 MR. GUTIERREZ: Up next is Edmond Veloz. As
3 mentioned, he has had additional time ceded so he will have a
4 total of six minutes. He will be followed by Gerald
5 Behoteguy and Francine Morua.

6 EDMOND VELOZ: My name is Edmond Veloz. I live in
7 South Montebello right near Washington Boulevard.

8 Thank you for giving me your time.

9 Welcome to the world of big time white collar
10 criminality. This is what you got. You are witnessing it
11 here.

12 Look in everyone -- I've only been to four of them.
13 This is my fourth one. I told this woman over here, this one
14 here, Cevallos that she is not telling you everything. These
15 meetings have been geared toward building the train and
16 that's it. But there is another alternative and it is in
17 their own EIR and she won't tell you about it. Why? It's
18 the TSM alternative where they take what is already there and
19 they improve on it, particularly buses.

20 This is my thing. I think that we can take buses,
21 electric buses, six of them every hour, each direction, 24
22 hours a day and we would get better, much better, service
23 than the trains could ever provide because the buses will
24 pick you up closer to where your coming from and drop you off
25 closer to where you are going. That is the first thing. And

1 we can have it up and running in six months for \$20 million.
2 That is 1/100 of what they want to steal from you tonight
3 which is \$2 billion that we don't -- we need that money
4 elsewhere.

5 Now, the other thing is if you go and you look for
6 the IER, which wasn't in Pico Rivera last night, we're going
7 to have earthquakes here. You know that. Everybody knows
8 that. Yet, in the EIR there is no mention of it. How could
9 that be? This is going to be the biggest thing for all of us
10 in this room some day. This is a huge expenditure and, yet,
11 look, they don't have any contingency for dealing with it.
12 When that happens, every bit of money on this line, the
13 Washington line, \$2 billion will have been lost and not
14 replaced but not just here, everywhere they build. And they
15 will not be able to rebuild right away because the ground is
16 going to keep moving. They can't -- they can't have the cars
17 going over lines that are not aligned. They will derail, but
18 the busses will keep running. Cars will run even if the
19 roads are real bumpy and rotted and whatever after that.
20 It's going to be back. Don't worry about that.

21 Also when we look -- I have looked at this thing,
22 the EIR, and I only have a few of the pages, but the thing is
23 about two inches thick. Now, I've looked at it, the
24 Washington Boulevard alternative. It has so many adverse
25 effects, I mean, it is just an impossible bleed the way they

1 want to build on it.

2 There is a concept I have and this concept to me is
3 called the idea -- you can call these people stupid and they
4 are. But there is -- and everyone acts so hurt and so
5 defensive about it. But then there is my concept is that
6 there is the idea of being criminally stupid. The idea of
7 being criminally stupid is acting so hurt and offended when
8 you call them stupid. They are not being so stupid. They
9 change the project going. And as they do that, money keeps
10 getting taken out of the project and it disappears. This has
11 happened before. Like I said, this is a criminal
12 organization. It has been going on since the 40s and 50s.
13 They screwed us out of tens of billions of dollars and there
14 is another one coming. We're trying to do something about
15 it. We're trying to tell you guys, don't do this. We're
16 supposed to be the government, not them. We're supposed to
17 say what goes, not them. Yet, they are over here telling us
18 oh, we're not going to regulate what you can say. We're
19 going to be the one to tell you what to do. It's our money
20 and it's our neighborhoods. You got to fight for it. You
21 got to fight for it. Don't let them do this to you. Don't
22 let them screw you this way. Don't let them do it without
23 you guys fighting and letting them know you are ready to
24 punch them in the mouth. They need that.

25 But look at what's happening. You look at all these

1 people, they are all getting paid to be here. Look at all
2 these people with the tags on here. They are all getting
3 paid bigtime money to be here. Most of us are working class
4 people. I'm a delivery driver and I'm 70 years old and I
5 can't afford to stop. But they are going to have best wages,
6 they are going to have best pensions, best of everything and
7 why? They are swindling us. And this a swindle. Don't let
8 this happen to you. If you can do this, we've got to do
9 whatever it takes, whatever it takes to stop them.

10 Now, I know the Corcorans have their thing. We're
11 separate from that. But I agree with them too. But's let's
12 stop doing this. I say we can have a bus system that will be
13 deluxe, A-1 deluxe. We can build better bus stops, bigger
14 routes, more lighting, 24 hours a day those buses would run.
15 What's -- how can you do better than that? Who can tell me
16 that the trains are going to be better than that?

17 I'm waiting. Well, that's about it, folks. You got
18 your orders. I mean not from me. This has to come from your
19 own hearts, your own souls. You got to look at your homes
20 and decide you want to defend them and the quiet and
21 peacefulness of your own community. That's what I'm fighting
22 for. I live on Las Flores and it's bad enough already. This
23 is going to make it absolutely impossible.

24 I thank you very much.

25 (Applause.)

1 MR. GUTIERREZ: Up next is Gerald Behoteguy,
2 followed by Francine Morua and Steven Manukian.

3 GERALD BEHOTEGUY: Good evening. I'm Gerald
4 Behoteguy. And following the speaker before me, I agree that
5 the bus system is inadequate. They need to put way more
6 money into the bus system than is being done.

7 I -- my big complaint is when I go somewhere outside
8 the L.A. area I can't come back. The buses stop running
9 around 9:00, 8:00, even 7:00 and I find me stranded and I
10 need -- I have no way to get back and I spend a lot of nights
11 sleeping on bus benches. And I've even slept in front of the
12 Metro Headquarters in Downtown L.A. on a bench. I can't do
13 that anymore. They told me I have to go across the street.

14 Anyway, I have an article January 2016, Transit
15 Riders Reach Dips Across the Region Despite significant --
16 besides costly investments. And first part says, The goal of
17 top transportation official is entice people out of their
18 cars and into buses. L.A. and -- USA today said Los Angeles
19 has the worse traffic congestion. I think one of the worse
20 traffic congestions in any city in the world despite -- and
21 says right here -- despite billions poured into rail transit.
22 It doesn't say buses. It says rail transit. And despite
23 billions poured into rail transit. And I'm sleeping on a bus
24 bench at night because you don't have proper buses to get me
25 from Pasadena to Whittier and because Montebello quits --

1 used to run later, but they reduced the bus service instead
2 of increasing it.

3 And, anyway, also in this article which is
4 interesting it talks, you know, you think you are the only
5 one in this situation, but I talked to somebody else. She
6 went and bought a car because she couldn't get home at night.

7 (Applause.)

8 MR. GUTIERREZ: Thank you. Up next is Francine
9 Morua, followed by Steve Manukian and Douglas Mann
10 (phonetic).

11 These are our last three speakers cards. If anyone
12 else is interested, please fill out a speaker card and submit
13 it now.

14 FRANCINE MORUA: Hi. My name is Francine Morua
15 M-O-R-U-A.

16 First of all, I wanted to know why these meetings
17 have been happening from Whittier, Commerce everything was
18 separated and why was it done during summer break. This
19 isn't going to affect all of us. The majority is going to be
20 little kids where the parents could have talked about this
21 during the school season.

22 The next thing that is going to happen -- I live in
23 Whittier. So now what is going on on Washington Boulevard
24 anybody that lives 500 feet from the rail was notified about
25 this. My mother who lives, for 57 years, a mile from

1 Washington Boulevard was never notified. I live -- I'm
2 sorry -- not on Whittier -- on Washington. So I got a notice
3 saying that this is happening. I live in the retirement home
4 near PIH and I'm not going to retire there. I'm going to
5 have to leave in a couple of years when this all starts.

6 The next thing is that I passed out about 150 fliers
7 to neighbors by Food 4 Less on Washington and Norwalk
8 Boulevard by Pioneer High School, behind Food 4 Less and they
9 say they never heard about this at all, only two people did
10 from 150 fliers. They should have put signs out on
11 Washington which we all know is a major boulevard there. We
12 never saw any signs. If it was put up somewhere near there
13 it was uptown Whittier. By the way, Whittier doesn't want
14 any of us over there anyways unless you have -- drive a car
15 or you have the money to go there.

16 We're an unincorporated area and this affects all
17 the unincorporated. Nothing to do with city. Washington is
18 bad. As it is, on top at night as I see -- my front door is
19 there. I see what goes on at night.

20 I wish all goes away, but if this it's not going to
21 go away, I really want it to go under, the full rail all the
22 way through.

23 Thank you.

24 MR. GUTIERREZ: Thank you.

25 Up next is Steve Manukian, followed by Douglas. As

1 I mentioned, Douglas is currently our last speaker tonight.

2 STEVE MANUKIAN: The idea is about the buses,
3 express buses are great. Buses stopping every two or three
4 blocks. They are not faster than a car. People that say no
5 build because they don't want the transit going through the
6 Washington Boulevard, why not support the 60 route? It's not
7 going through your city, it's not going through the other
8 towns on Washington.

9 When people in Whittier complain about many -- no
10 transit in their city, well, people that are older than me
11 remember that the 105 Freeway was going to Whittier.
12 Whittier chose not to have it continue into their city. It
13 was even going to be called the Richard Nixon Freeway until
14 he screwed up. But that was -- 105 was supposed to continue
15 into Whittier. So when they say there is no transit there,
16 that was their choice when the rest of the county was getting
17 freeway systems.

18 Ground level Metro system. My family has existed
19 east of Atlantic from past 75 years. I was telling a story
20 earlier, we used to be able to get across Beverly -- you have
21 to run because you get hit. When they are building that
22 route we can crawl and not get hit because there is 90
23 percent less traffic. The businesses got hurt by being on
24 the route. Now we can walk slowly. I would love to see
25 traffic count of what is now on Beverly. And just because

1 it's half doesn't mean it's better for the local businesses.

2 You guys got big issues. And one design that you
3 guys haven't considered or you did before on one of these
4 scoping meetings, because I have been coming to these way
5 before 2009, was the 60 Route to Peck Road and then a bus
6 line coming down the 605 to access that area.

7 I disagree, but don't disrespect anybody here.

8 MR. GUTIERREZ: Our last speaker is Douglas
9 (inaudible.)

10 DOUGLAS: My name is Douglas, but I actually have
11 questions. I'm new at this game. I don't know if anybody --
12 do I get answers?

13 I was born and raised in Pico Rivera and we always
14 talked back then about taking Mines Avenue to the other side.
15 And I noticed on the alternatives here that Washington in
16 particular is going to lose volume and lose lanes. And I was
17 wondering was that in the alternatives ever considered giving
18 us more access. Because I grew up in Pico and we only have
19 two, basically, and Washington and Beverly and Whittier.

20 Also the thing called TSM. I was wondering also
21 from this, if it's a no-build what does that mean? There is
22 no TSM alternative? There is no other alternative? People
23 have asked about buses and things. Does no-build mean
24 goodbye? I'm just curious. I can't get an answer from
25 anybody here what no-build means, exactly what no-build

1 means.

2 And also is the below grade option still possible,
3 or is Metro -- so I don't know where to get the answers to
4 these questions. Sounds like Metro said no, it's not an
5 option anymore. Is that what I'm hearing? Does anybody
6 know?

7 Also same thing I was -- commute lines, the scenic
8 route from El Monte to Whittier really that is going to be
9 quicker than a bus drive from El Monte down Peck Road? So I
10 was just curious where to get those answers. Is that in the
11 environmental report 2009 or 2014? Does anybody know?
12 Nobody knows? Okay. Thank you.

13 (Applause.)

14 MR. GUTIERREZ: Thank you for your comments.

15 That brings us to the end of the formal comment
16 period as part of the presentation.

17 I'm going to turn it over to Jenny who will give us
18 the next steps. We'll still be here until 8:00.

19 For the gentleman who had questions, we have staff
20 available.

21 MS. CRISTALES-CEVALLOS: Yeah. Exactly. Some of
22 you have questions such as the gentleman that just came up,
23 we have staff available. I'll be walking around as well to
24 answer as many questions as we can related to the
25 environmental review process as well as some of the questions

1 that he had which were relevant to the environmental review.

2 I want to remind folks the scoping period ends July
3 15, Monday. There's an opportunity to still submit your
4 comments. There is still ways to do that and grab a flyer,
5 grab a comment card. Please make sure you write your
6 comments down. We will be back out in the community as soon
7 as we have some updates, so stay tuned.

8 Thank you for coming.

9 BERT WAGNER: My name is Bert Wagner. I live in
10 Montebello. I've lived there since 1986. I ride the Metro
11 occasionally into downtown and beyond to USC, and I found it
12 to be an extremely pleasurable experience and it served my
13 needs.

14 So I like Metro and we've always said between
15 myself, my family, my wife, why doesn't Metro extend the
16 Atlantic station beyond. So when I heard that they are
17 planning to do it obviously I was interested.

18 I'm not very interested or supporting the 60 Route
19 for specific reasons, mostly because it's an impacted area as
20 most people know that looked into it in terms of traffic.
21 And I don't think it would serve us, Montebello community, in
22 its best way.

23 I do favor the Washington route or option but I also
24 favor what several persons have said, to have Metro consider
25 doing either the Washington or 60 option and make it fully

1 underground. And I think it would be a better plan to do
2 that, but it doesn't seem like that is a consideration. And
3 so that's why I decided to make a comment because I think
4 that either one or the other, if it's underground will least
5 affect impacted areas.

6 It is definitely a need for us that live either in
7 Montebello, Pico Rivera, Santa Fe Springs, all the different
8 areas to have extended Metro service. And I think it's
9 something that can be looked at if we explore all the
10 possibilities and options.

11 I'm not in favor of bus lines because as I go travel
12 in my car, most of the time if I'm with somebody they says
13 look, there goes another bus, and you might have one,
14 possibly a couple of persons on the bus. And we always say
15 jeez, what a waste of money. There goes another giant bus
16 and it's practically empty if not empty.

17 So I know people want to get around that don't
18 drive. I understand that, but I think the Metro system works
19 and I think we should consider doing one of the options, but
20 mostly favoring going underground because we have underground
21 lines already and they seem to be working.

22 People forget that we had a Metro system in the 40s
23 and 50s with electric cars and they worked. We took them
24 out. Now we're trying to catch up to the rest of the country
25 that has Metro system. I have been in many cities,

1 especially back in the East Coast, that have Metro systems
2 and they work great. They have their problems like
3 everything else, but it doesn't mean that they don't work.

4 So those are my comments. And I thank you for
5 letting me do this.

6 MARIA SANCHEZ: I live in the Via Campo, yes, like
7 maybe two or three houses from where they are planning to do
8 the construction. And my main concern is about the health
9 issues and also the environmental issues too. Okay. Because
10 this is going to affect everyone, specially our health.
11 Actually the more for me is the main concern because I have
12 heart disease and I have anxiety. And then at night I'm not
13 going to be able to sleep just the hear the noise. And it is
14 what concern me the most. And I think they can take into
15 consideration the people who suffer from chronic illness.
16 That's it. Noise, health, and people who has chronic anxiety
17 and lung disease, asthma for example. I'm really -- because
18 I don't have enough information about the things, about the
19 pollution, what it can cause to people.

20 Another thing that I didn't see on the meetings many
21 people speak English, but I don't see people coming -- they
22 should have -- should have speaking person -- someone
23 speaking simultaneously if they are speaking in English so
24 simultaneously they can speak in Spanish because there is
25 other people who speak more Spanish than English and they

1 don't understand everything. And some people they don't want
2 to use the device that they give us so we need like in the
3 future for -- the community is more Hispanic. That's it.

4
5 (The meeting concluded at 8:10 p.m.)

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1 I, ELSA L. ORMES, a Certified Shorthand Reporter
2 of the State of California, do hereby certify:

3 That the foregoing proceedings were taken
4 before me at the time and place herein set forth; that
5 any witness in the foregoing proceedings, prior to
6 testifying, were administered an oath; that a record
7 of the proceedings was made by me using machine
8 shorthand which was thereafter transcribed under my
9 direction; that the foregoing transcript is a true
10 record of the testimony given.

11 Further, that if the foregoing pertains to
12 the original transcript of a deposition in a Federal
13 Case, before completion of the proceedings, review of
14 the transcript { } was { } was not requested.

15 I further certify I am neither financially
16 interested in the action nor a relative or employee of
17 any attorney or any party to this action.

18 IN WITNESS WHEREOF, I have this day subscribed my
19 name.

20
21 Dated: July 12, 2019



22 ELSA L. ORMES
23 CSR Lic. No. 8717
24
25

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