



In the Matter Of:

Eastside Transit Corridor Phase 2

PUBLIC HEARING

August 11, 2022

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EASTSIDE TRANSIT CORRIDOR
PUBLIC HEARING
THURSDAY, AUGUST 11, 2022

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EASTSIDE TRANSIT CORRIDOR

PUBLIC HEARING

THURSDAY, AUGUST 11, 2022

TITO CORONA: Hi. Good afternoon, everyone. My name is Tito Corona, Metro media relations manager. Thank you for joining us at 6:00 today. This is our virtual meeting. And it is also being simulcast at the city of Pico Rivera. For the next couple of minutes -- actually, the next ten minutes, there is an opportunity for people in Pico Rivera to view the open house slides and information or you can also do so if you're joining us online through the virtual tool, which we will be sharing right now in the next couple of minutes through a rotating screen. So I'll be coming on periodically to provide announcements. But, again, if you would like to see what type of boards or what information is available, there will be a rotating screen that you can see right now. It should start, and there will be links that you can follow either by phone, scanning the QR code or just submitting the -- going online as well to get that information. So there's a few opportunities to provide comment. You'll be able to do it during the hearing if you would like to. If you want to go online, you can do so right now and start

1 providing your comments already. No need to wait for
2 the presentation. And this is available throughout the
3 life of the comment period, which is through
4 August 29th. So with that, one more thing -- letting
5 people know is that through this interpretation, we
6 have English and Spanish available. If you are
7 listening in the English channel or if you hear me
8 right now in English, I do ask you to please select the
9 English channel as well at the bottom of your screen.
10 There is an interpretation icon at the bottom of your
11 screen. It looks like a little globe. Right now, it
12 should say original audio. Go ahead and select English
13 if you prefer to hear me in English and Spanish if you
14 prefer to hear it in Spanish. The reason why we're
15 asking you to select English instead of leaving it
16 where it is is if we get any comments in Spanish, you
17 will be able to hear the translation directly as the
18 interpreter will be interpreting the Spanish to English
19 live as we go. So I'm going to make a quick
20 announcement in Spanish, then we'll continue.

21 (Speaking Spanish.)

22 TITO CORONA: Hi and welcome. Thank you for
23 joining us again. For those of you that are online
24 watching this, we do have an open house in the city of
25 Pico Rivera. We are sharing the information online as

1 well. We will begin at around 6:10 with the video. So
2 what we're doing right now is rotating a couple of
3 slides for the purposes of allowing you to provide
4 comments, if you would like to do so now, or also
5 access our online interactive tool, which has the
6 information that we are presenting at all the open
7 houses, and it'll allow you to see what is being
8 provided. For those of you that are at the city of
9 Pico Rivera, Council Chambers, thank you for joining
10 us. Again, this is your opportunity for the next five
11 minutes or the next four minutes to walk around and
12 talk with staff. Once we start the hearing, when we
13 take comments, again, these comments will be responded
14 to in the following environmental document. We will
15 not be responding to comments in person today. All we
16 are doing is taking official comments, which will be,
17 again, considered into the final environmental
18 document. So this is your opportunity. If you are in
19 the city of Pico Rivera and you want to talk to staff,
20 go ahead and do so right now, and they should be able
21 to speak with you. So, again, thank you for joining
22 us. I see a few people sitting in the Council
23 Chambers. Thanks for joining us. For those of you
24 that are online, thank you again. This is your
25 opportunity to go online and either provide comments or

1 check out the interactive tool. And I will be on in
2 another couple of minutes, and we'll start with then
3 video and going with the presentations. Thanks again.

4 (Recess taken.)

5 TITO CORONA: All right. It is 6:10. And we
6 are here to start this presentation. Again, thank you
7 everybody for joining us. Today is Thursday,
8 August 11th, at 6:10 p.m. And for those of you that
9 are in the city of Pico Rivera, if you are speaking to
10 staff, this is your opportunity to take your seats. We
11 will get started. Once again, my name is Tito Corona,
12 Metro Media relations manager for the East Side,
13 Phase 2 transit corridor project, also the gold line
14 extension pretty much what it is. And this is an
15 opportunity to provide official comment on the draft
16 environmental impact report. That's what we're here
17 for today. We're doing this online and in person. If
18 you are in the city of Pico Rivera Council Chambers,
19 this will be a chance for you to also provide comment
20 should you elect to speak when the opportunity arises
21 once we start the hearing. Before we get started, I
22 did make an announcement at the beginning. But as
23 always, you know, some people -- you know, this
24 includes myself. We don't always join on time. So the
25 announcement that I made in the beginning, I'll have to

1 make again so everybody who's listening right now can
2 listen in and participate in the same manner. So for
3 those of you who are listening in English, I'm going to
4 prefer to hear it in English. There is a button at the
5 bottom of the screen. I'm asking you to please
6 select -- press what's called the interpretation button
7 at the bottom of your screen, it looks like a little
8 globe, and select English audio. You are hearing me
9 right now in English, but should we have a Spanish
10 speaker in the English channel will be where you will
11 hear the interpretation from Spanish to English. So if
12 you do not switch over to English, all you will hear is
13 the Spanish speaker and not the translation. So we
14 would ask you to please do so right now by selecting
15 the English language feature on the interpretation
16 tool. I'll make that announcement now in Spanish.

17 (Speaking Spanish.)

18 TITO CORONA: Again, thank you for joining us.
19 We are going to start a video right now. And once we
20 complete the video, we'll be back.

21 (Video played.)

22 TITO CORONA: All right. Thanks for joining
23 us. And as we switch to the presentation once again,
24 this is the environmental impact report -- draft
25 environmental impact report hearing today to discuss --

1 to present and also discuss the draft findings, and
2 then we will take official comments when we start the
3 hearing later today. But before we do so, I do want to
4 acknowledge that someone in the audience would like
5 to -- please invite them over to provide comments and
6 welcoming as well. And that is our Metro Board
7 director and also counsel member for the City of
8 Whittier, Mr. Fernando Dutra.

9 MR. DUTRA: Hi. Can you guys hear me okay?

10 TITO CORONA: Yes. Loud and clear.

11 MR. DUTRA: That's great. Thank you. So just
12 so it happens that I'm on the road on the freeway. I'm
13 on my way from LA to Whittier, and I'm stuck in
14 traffic, and it looks like it's going to be about an
15 hour and ten minutes to get home. So I can't tell you
16 how motivated I am to obviously make our trips from Los
17 Angeles and back to Whittier quicker. And I think the
18 Metro -- I know our east sideline will do so. So I
19 want to thank everybody for showing up tonight, being
20 there. You know, personally, I've been working on this
21 for the last, gosh, over 12 years or so. And I know
22 that a lot of you have concerns. I share some of your
23 concerns relative to security, to business disruption
24 and traffic. But I can tell you that because we have
25 several projects in Los Angeles that Metro has

1 developed similar to our project, there are lessons
2 learned that our project can take advantage of. And
3 because we're very aware of the concerns relative to
4 security and traffic and business disruption, we have
5 an opportunity to mitigate those concerns. And that's
6 what my job will be, along with Metro's, is to take
7 those concerns into consideration and figure out ways
8 of mitigating them. And so I'm very, very excited about
9 this opportunity that's going to provide an economic
10 boost to the entire region, you know, not just an
11 economic boost, but social boost as well, you know, by
12 providing housing, what they call transient-oriented
13 development projects along the way, and also clustering
14 work opportunities as well, creating jobs. And so I'm
15 very excited about it. I can tell you that you have --
16 from Metro, you have an incredible team representing
17 this alignment. And I'm very confident that they'll be
18 able to answer the questions once we have an
19 opportunity to do so. And I look forward to your
20 participation. So thank you very much.

21 TITO CORONA: Thank you again, Director Dutra.
22 And thanks again for joining us tonight. I hopefully,
23 the traffic situation does get better for you.

24 But, again, that's why we're here tonight, is
25 to discuss the connections between -- from Whittier all

1 the way to Downtown LA and connecting onto the existing
2 terminus of the gold line and East LA and taking it all
3 the way to Whittier.

4 So tonight, we are here to talk about the
5 draft environmental impact report, once again, share
6 what the latest findings are and prepare that
7 information for you. And then once that is concluded,
8 again, we will start the hearing, which will be an
9 opportunity to take your comments. Again, we will
10 receive your comments. Unfortunately, because of the
11 way the hearing works, comments will be responded to in
12 the following environmental impact report document,
13 which will be the final. Comments are not responded to
14 immediately because, again, they have to be considered
15 into the document and responded to formally. So that's
16 how it's going to work tonight. So we'll provide more
17 information on that as we approach the hearing.

18 But, again, I did want to thank you for
19 joining us tonight. We do have quite a bit of
20 information to share with you. I do want to let you
21 know that, again, this meeting is being recorded for
22 the purposes of capturing all the information
23 appropriately as your comments are also being
24 transcribed by a live court reporter. But, again, we
25 are using the recording as a backup for this as well.

1 We want to also introduce the fact that we
2 have the project team that we presented tonight.
3 You'll get an overview from our project manager, Jenny
4 Cristales-Cevallos. And then once Jenny has concluded
5 her portion, she'll be followed by our technical
6 consultant, which is Jaime Ortiz, who will be providing
7 some information on that. And then I will come back
8 and then provide additional information on how to
9 provide comments and types of comments that would be
10 appreciated. And then I'll introduce Edgar Gutierrez,
11 who will be our hearing officer, and he will begin the
12 hearing to take your formal comments. Again, the way
13 we are working tonight, once that starts, we will ask
14 you to raise your hand and you will be called on in the
15 order that you're in.

16 We also are taking comments in person at the
17 city of Pico Rivera Council Chambers where I see a few
18 people that are sitting in the audience. Thank you for
19 joining us. If you would like to speak, you will make
20 arrangements with the folks that are supporting us at
21 the location. And if you look to your left, there is a
22 camera that is looking at you. You'll just come and
23 stand to the camera that is facing you, and you will
24 provide your comments there once your name is called.
25 So just letting you know again, to your the far left is

1 where we see you right now, and that's where you will
2 go and provide your comments. And we will have staff
3 there as well to instruct you on what's going on.

4 So let's go over the agenda for tonight. I
5 think I just provided most of what we're going to be
6 doing. The presentation, the project overview by
7 Jenny. Draft EIR highlights by Jaime. How to make
8 comments, and the next steps will be where I come in,
9 and then we'll do the formal comments until 8:00. And
10 if we finish earlier, we'll provide additional
11 information as far as just going over a couple of items
12 that we have available for you as tools to do this.

13 Once again, this is being live streamed at the
14 Pico Rivera Council Chambers. And we ask everybody,
15 once we get closer to the comments, please practice
16 respect to all your colleagues and fellow community
17 members who are there. Respect everyone's comments.
18 Everyone has an opportunity to say what they're feeling
19 and saying and they should feel comfortable and
20 confident in what they're saying.

21 So with that, I think -- I don't see any
22 additional folks in the audience to introduce. So I
23 will come back later on. What I will do now is go on
24 to the next slide and introduce our project manager,
25 Jenny Cristales-Cevallos, who will take you on from

1 this point on.

2 Jenny.

3 JENNY CRISTALES-CEVALLOS: Hi. Good evening,
4 everyone. And thank you once again for participating
5 either online or at the city of Pico Rivera Council
6 Chambers. Again, this is a critical milestone, and
7 we're looking forward to your comments and listening to
8 your comments to then respond to those in the final
9 environmental document.

10 I'm going to provide a quick project overview
11 and as well as how to navigate the environmental
12 document -- the draft EIR that is available online and
13 also at our public libraries. And from there, as Tito
14 mentioned, I will be handing it over to Jaime Guzman
15 who's our consultant and will talk about some of those
16 topics that we heard during the last round of community
17 meetings.

18 So as we mentioned in the past, East Side
19 Phase 2 is a Measure M project. And essentially what
20 we're doing is following that project timeline that's
21 in front of you here on this slide. What we're looking
22 at doing is we're currently now in the environmental
23 phase, which, again, we released the draft
24 environmental document, which provides a lot of
25 analysis in terms of environmental impacts and benefits

1 of the project in this document. So we released that
2 June 30th.

3 We're looking for environmental clearance by
4 2023, with final design in 2028 and construction in
5 2029. So as the board moves forward to making a
6 decision on a locally preferred alternative, as you can
7 see here, based on this timeline, there's going to
8 still be quite a bit of time between -- you know,
9 through final design to when we start construction in
10 2029. And that's primarily because that's when we
11 receive Measure M funding of \$3 billion in 2029 for
12 construction. And with that, we would be open for
13 service in 2035.

14 This project is a priority project for the
15 board. So it's one of four projects -- four rail
16 projects that the Metro board is interested in
17 prioritizing to the open -- for the Olympics in 2028;
18 however, the board still needs to make that decision.
19 Several elements need to be in place such as funding,
20 the technical work. And all of these things need to
21 work together for the Metro board to then potentially
22 accelerate the project. But for now, that decision has
23 now taken place and we are on the measure and project
24 timeline as shown on this slide. And more importantly,
25 at the bottom, as you've seen, there's ongoing public

1 participation through the entire process all the way
2 through opening of service.

3 Next slide.

4 So the proposed project, which is
5 Alternative 1, as we're studying the three build
6 alternatives in the -- project in the draft
7 environmental document, the proposed project is the
8 approximately nine miles of the extension that goes
9 from the existing Atlantic Pomona station to the city
10 of Whittier and it has several different
11 configurations. So I'll talk a little bit more about
12 the alignment itself and, of course, Alternatives 2
13 and 3 run the same alignment.

14 So we have six proposed stations -- seven
15 proposed stations with the Atlantic homeowner
16 relocated. So we have three underground stations of
17 Atlantic and Pomona, Atlantic and Whittier, and then
18 Commerce and Citadel. After Commerce and Citadel,
19 getting closer to where we have the proposed site for
20 the option site for the maintenance storage facility
21 site, we then go into an aerial configuration. And
22 what that means is a structure -- essentially the
23 alignment or the project, the train would go on a
24 structure, on columns, up to Greenwood in the city of
25 Montebello. And that's essentially our baseline

1 project.

2 We're also looking at a design option through
3 the city of Montebello, which is an at-grade option,
4 that would begin at Garfield and would then traverse
5 through the city of Montebello at Greenwood at an
6 at-grade, which is street level, street running. From
7 there, from Greenwood, it would then go street running,
8 median running on Washington Boulevard with a station
9 at Rosemead and the city of Pico Rivera, and also
10 Norwalk and Santa Fe Springs and Lambert in the city of
11 Whittier.

12 So as looking at -- looking at the different
13 alternatives, as you can see here, we have the initial
14 operating segments which allows us flexibility to build
15 a project in phases. And so that's what's being
16 studied to see which of these are environmentally
17 superior alternative, which our consultant team will
18 talk about what that means in terms of environmental
19 superior alternative.

20 So Alternative 2 is initial operating segment
21 to Commerce, which is 3.2 miles. It includes three
22 underground stations -- Atlantic/Pomona,
23 Atlantic/Whittier, and Commerce/Citadel. And then also
24 Alternative 3 -- to Greenwood is 4.6 miles, which would
25 go from Atlantic/Pomona, you know, with the three

1 underground stations up to the city of Montebello at
2 Greenwood. Once again, those include the design
3 options for Atlantic and Pomona and also design option
4 at Greenwood, which would be at-grade or aerial, and
5 the same goes for the station at Greenwood.

6 Next slide.

7 So as part of our project or as part of the
8 East Side Phase 2 and all the projects when Metro
9 extends lines, we have to identify maintenance storage
10 facilities site. And what we do at these sites is that
11 we store our light rail vehicles and also maintain
12 them, wash them, do maintenance on them. And so in
13 this case, we have two site options that are being
14 studied in the draft environmental document, one in the
15 city of Commerce and the other in Montebello.

16 As you can see here, the Commerce site is a
17 little smaller with 24 acres roughly -- approximately
18 24 acres. And it could house up to a hundred light
19 rail vehicles. And this site is between Saybrook and
20 Davie, which has a connection from the alternative. So
21 as you can see here, from the proposed project, the
22 green areas where we go in an aerial configuration, and
23 then the aerial again configuration is the pink line as
24 well. That's when we transition from the green to the
25 pink. And those are lead tracks or tracks that go into

1 the maintenance storage facility site.

2 The second site option is in the city of
3 Montebello. And roughly, that's between Yates and Vail
4 along Washington. And this is one is approximately
5 about 30 acres, which has a capacity of storing close
6 to 120 light rail vehicles. The these maintenance
7 storage facility sites, depending on the alternative,
8 will be served. So, for example, the Commerce site
9 could be served by all three alternatives, and then
10 also the Alternative 3; however, Alternative 2 would be
11 only the maintenance storage facility site in Commerce.

12 Next slide.

13 So currently, the project is being studied
14 through the California Environmental Quality Act. So
15 what we're looking to do is to stay compliant and get
16 the project environmentally cleared through CEQA. And
17 what CEQA does is that it looks at the short-term,
18 long-term and also combination of projects that are
19 nearby as ways to look at all the impacts related to
20 that. As part of that, we look at existing conditions
21 as well. And in this case, we looked at 2019 just
22 because we knew that the pandemic might have changed
23 some of the information as we were looking at that.
24 Also, this gave us an opportunity, in terms of starting
25 the draft environmental document again, our grade

1 crossing policy analysis. Essentially, we use this
2 grade crossing policy analysis across all Metro
3 projects to look at how we can travel through, whether
4 can we go at street level or do we need to go in an
5 aerial configuration above or underground. So we had
6 an opportunity to evaluate this once again through this
7 environmental document.

8 We also considered all the comments be heard
9 during the public meeting since 2019, including all the
10 scoping meetings. This also considers best management
11 practices and lessons learned since Metro has been
12 building projects for quite sometime now. We had a lot
13 of lessons learned. And it also includes mitigation
14 measures. And essentially, we'll talk a little bit
15 more of what mitigation measure means a little later in
16 the presentation.

17 Next slide.

18 So here I'd like to briefly provide a quick
19 orientation to the draft environmental document, where
20 you can go to find information. So the draft
21 environmental document is essentially two volumes, and
22 each one -- I mean, the Volume 1 has an executive
23 summary that could provide you all the information you
24 need. But if you'd like to get into more detail, you
25 can also go into Chapter 3, which is where we have the

1 environmental evaluation. This is where all the topics
2 are discussed individually and analyzed.

3 We'll talk a little bit more about what those
4 sections mean in the next slide. But for now, the
5 executive summary again, it comprises of all the
6 information in a very concise way. We'll show examples
7 of the table. Also, it has the project description in
8 Chapter 2, so you can familiar yourself with a lot of
9 the elements that are included in building a light rail
10 project and including more specifically for the east
11 side project. Also, again, Chapter 3 is where we have
12 a lot of that evaluation and then other CEQA
13 evaluations.

14 More importantly, what I'd like to point out
15 is Chapter 5. That's where we do a comparison of all
16 the alternatives, including alternatives that were
17 studied previously for this project. We've heard a lot
18 throughout our community meetings about the
19 transportation management systems, and that is one that
20 is also discussed there. More importantly, we have
21 also Chapter 6, which includes our public outreach.
22 The rest are just our information related to having
23 some references, such as a list of preparers and
24 acronyms. Also, in Volume 2, that's where we include
25 our advanced conceptual engineering drawings, so you

1 can get to know exactly where the stations are, how the
2 alignment will be running through your communities.

3 Next slide.

4 So breaking apart Chapter 3 from the
5 environmental document, that's where we have the
6 different topics. Each topic -- and we have here as an
7 example is the transportation and traffic topic, which
8 the section then breaks it down in terms of how the
9 analysis was done. So we look at regulatory framework,
10 which looks at all applicable laws, whether it's state
11 law, federal law and also local law or ordinances from
12 our local cities. That information is outlined there.

13 Then we also talk about the methodology of how
14 the data was gathered and evaluated. And then from
15 there, we have a threshold of significance. So CEQA
16 specifies thresholds that we evaluate against to
17 understand what are some of those impacts. Existing
18 settings is where we start to talk a little bit more
19 about what the conditions are in 2019. And then as we
20 start to look at the analysis, then the impact
21 evaluation occurs where we start to compare the project
22 elements with those existing conditions, look at those
23 CEQA thresholds to determine if an impact does occur.

24 From there, project measures and mitigation
25 measures are applied to see if we can lessen that

1 impact. And then also, we have significance of after
2 mitigation. Again, it's a determination of the impact
3 if a mitigation is applied. So we're really trying to
4 look at what are those impacts, if there is an impact,
5 mitigate that by trying to lessen it. And then from
6 there, we have another determination that concludes
7 really the level of impact.

8 Next slide.

9 So you'll see that in the -- and throughout
10 the document, there are summary tables. And in this
11 case, we also have summary tables in each of the
12 sections. And this can be a resourceful table because
13 this will outline and summarize if there are any
14 impacts, such as no impact, less than significant, less
15 than significant with the mitigation measure or is it
16 significant and unavoidable. And so what that does is
17 that this table will hopefully help you identify what
18 are those key areas or topics that you want to look at
19 and is there some kind of an impact. So hopefully,
20 these tables at each -- the end of each topic area will
21 help you navigate the document better.

22 Next slide.

23 So through the environmental process and also
24 our design process, we follow project regulations and
25 standards, everything from the design and also what's

1 included in the environmental document. We look at our
2 Metro rail design criteria, and this is what really
3 guides our design as well. But we also work with
4 regulatory agencies, such as Caltrans, and also
5 California Public Utilities Commission who looks at
6 safety at all of our at-grade crossings. So, again,
7 this is a very coordinated approach to ensure we're
8 meeting standards from all the various agencies that we
9 interact with throughout the entire corridor. So those
10 regulations are met and we constantly and continue to
11 coordinate, but just through the environmental process,
12 but also through construction and operations.

13 And I also wanted to mention what a mitigation
14 measure is. Again, mitigation measure means a way for
15 us to include a measure that will hopefully prevent,
16 reduce or control adverse environmental effects that we
17 can better manage any impacts to the community. Once
18 again, what we're trying to do with the draft
19 environmental impact report is to lessen the impacts in
20 the community so that we have less disruption and that
21 we work with the community as we start to advance the
22 project further.

23 Next slide.

24 So I wanted to talk a little bit more about
25 the tables as mentioned. And what this table is

1 showing here is a summary of impacts. And this is a
2 table that you can find in the executive summary.

3 Now, I want to draw your attention to the
4 darker gray areas. And that's where we see significant
5 unavoidable impacts. And in this case, these are
6 not -- these are typical of a light rail project or a
7 project of this magnitude. For the most part, where we
8 see the significant unavoidable impacts are within
9 cultural resources, which Jaime Guzman will go into
10 detail. But these significant unavoidable impacts, if
11 you look closely, they are related to the Commerce
12 maintenance storage facility site.

13 Then with geology and soils, which perhaps
14 also Jaime can get into a little more detail, where we
15 typically see significant unavoidable impacts is with
16 the use of the tunnel boring machine. So essentially,
17 as we've been talking to the community, in order to
18 construct the underground segment, we would use a
19 tunnel boring machine. And essentially, what that is a
20 giant drill, which makes it very difficult for us to be
21 able to monitor any paleontological resources in the
22 area. And so with that, we have a significant
23 unavoidable impact, but, again, very typical when a TBM
24 machine is used.

25 So what we hope that the audience and all the

1 stakeholders, the community members understand is that
2 hopefully that the executive summary can provide you or
3 be of a resource for you to navigate through the
4 environmental documents. So there are specific things
5 or specific topics, such as noise or air quality. This
6 will give you an idea of whether -- how much of an
7 impact the project has in the environment.

8 So with that, I am going to pass it along to
9 Jaime Guzman. He will be going over a couple of topics
10 that we know have been of a concern to the community.
11 Again, we're excited that -- the community's
12 involvement and providing comments, and we hope that
13 you continue to review our environmental document and
14 participate.

15 Jaime.

16 JAIME GUZMAN: Great. Thank you, Jaime. I
17 appreciate that.

18 Again, thank you for joining us today. We
19 are -- I wanted to talk to you a little bit about the
20 results that we have in the environmental document. As
21 Jenny mentioned, we have the impact summarized in the
22 executive summary. These tables are very full of
23 information and they can provide you with a snapshot of
24 what is in the rest of the document. The other aspect
25 that we try to make clear in the document is when these

1 impacts would occur.

2 So not everything is going to be impacted at
3 the same time and not everything is going to be -- have
4 an impact let's say doing construction and operations.
5 So there are differences in timing of when some of
6 these impacts would occur. And all of that is laid out
7 in the document.

8 Now, it is large document. We understand that
9 it can be difficult to navigate it. And so what I want
10 to show you and talk with you through is some of the
11 topics where we found either significant unavoidable
12 impacts, such as this one, cultural resources, or where
13 we've had input from the community that has concerns
14 about a certain topic and they wanted to understand how
15 the project would affect it.

16 In terms of cultural resources, which is found
17 in Section 3.4, the potential impact that we have is an
18 impact to a resource that is the Vail field industrial
19 addition historic district in the city of Commerce.
20 This is an industrial historic district that is not
21 designated as such, but it came across from our
22 research. And what happens in this area is that this
23 area would be the area that would be selected for the
24 Commerce maintenance facility. And the construction of
25 this maintenance facility, along with the tracks to get

1 there -- in and out of there would require property
2 acquisition and demolition of some of the buildings
3 there that -- some of them are historic, but part of
4 what makes this a district is that every single one of
5 them contributes to the overall aspect of this area.

6 And so the alternatives that would affect this
7 are: Alternative 1, which is the entire length if they
8 used the Commerce maintenance facility; Alternative 2,
9 which only has the Commerce maintenance facility as an
10 option; and Alternative 3, if the Commerce maintenance
11 facility is chosen.

12 With the property acquisition of historic
13 resources, that can be done. There are some mitigation
14 that can be done to preserve some of the history that
15 includes, you know, photo records, other ways to make
16 sure that the resource is documented, as well as
17 potentially providing signage to the -- that discusses
18 the importance of this area. However, because we are
19 still going to be needing the properties and needing to
20 take these properties for the maintenance facility, it
21 would remain a significant and unavoidable impact, even
22 with some of this mitigation.

23 Next slide.

24 Another -- one of the many topics that we look
25 at is hydrology and water quality, which is

1 Section 3.9. In this one specifically, we're looking
2 at potential impacts to the rivers that are in this
3 area, the Rio Hondo and Gabriel River. The potential
4 issue we look at is how will reconstruction of these
5 two bridges, which they will be completely
6 reconstructed, affect flow within the river, any
7 pollutant concentrations and -- during construction and
8 will the new piers affect the operations.

9 The alternative that would affect the rivers
10 would be Alternative 1, because that's the one that
11 goes through the rivers. And what we've done is after
12 evaluating the type of construction that is proposed,
13 which is -- as Jenny mentioned, is in Volume 2 of the
14 report, and also the type of typical construction
15 activities that's could occur, there are some
16 mitigations that we can implement. We have hydrology
17 mitigation, which is to isolate areas to make sure
18 that -- or to wait for the times when those areas are
19 not full of water.

20 But if they're -- even when they're not full
21 of water, there is some potential for release of
22 hazardous materials if it is not done correctly. And a
23 lot of the hazardous materials, regulations -- it's
24 highly regulated by other agencies. But we have
25 included some additional mitigation, such as a soil and

1 groundwater management plant, also making sure that the
2 area is kept clean if, you know, any construction --
3 hazardous materials are used, such as gasoline and
4 things like that, that they're isolated so that they
5 don't impact the system here. And what we expect after
6 that mitigation is that there would be less significant
7 impacts.

8 Another thing that we look at pertaining to
9 the rivers is the actual construction and the effects
10 to traffic. And we'll talk about traffic a little bit
11 later, but specifically to the river construction, you
12 know, we want to make sure that the management plan
13 doesn't allow the two bridges to be constructed at the
14 same time. It doesn't need to do that. It also allows
15 for part of the bridge to be reconstructed while the
16 other one is still available for traffic. So there are
17 a lot of those traffic management plans that will be
18 talked about in a bit that can be helpful to try to
19 minimize construction impacts while the bridges are
20 being reconstructed.

21 Next slide, please.

22 Another big topic that we hear a lot about is
23 noise, and in particular noise to residences, as well
24 as to other substantive uses, such as hospitals and
25 parks. And for a lot of the alignment, it is very

1 industrial or commercial, but there are some parks that
2 go along, you know, existing housing. And particularly
3 around those areas, what tends to cause a lot of the --
4 most of the noise and some of vibration impacts is
5 where the tracks cross over, so where there's some gaps
6 in the metal, because they may need to cross over into
7 the other tracks, and that happens around the station
8 areas.

9 So through the process of the advanced
10 engineering, the preliminary engineering that we've
11 done, we've actually gone through and tried to place
12 those such that they're not directly in front of
13 residences. That hasn't always been the case or
14 possible due to some distance requirements, but
15 wherever possible, that's been done. For when things
16 can't be placed that far away from residences, we do
17 have some mitigations that try to minimize the
18 vibration and noise that is coming out of those by
19 using a certain type of padding underneath in those
20 areas or using a special type of track so that it
21 minimizes that wheel on wheel noise and vibration
22 sound. And so what we expect is through those
23 mitigation measures and the sign that's currently
24 there, we should expect some less significant impacts
25 to noises in residential areas.

1 Next slide.

2 Emergency access is very important, and it
3 has -- it is related to traffic, which is in
4 Section 3.12. And so one of the things that we look at
5 is how our emergency service is being impacted.
6 Obviously, a lot of this happens during construction.
7 But even after construction, depending on how it's
8 designed, it could effect, you know, the crossing of
9 streets and things like that.

10 Well, one of the things that we do in
11 construction is traffic management plans, which is a
12 requirement and it's also added as a mitigation here.
13 That requires preparation of a plan and then having the
14 city that it's going through or jurisdiction that it's
15 going through, as well as stakeholders, including
16 police and fire, looking at those and approving those
17 before any construction happens. There will be an
18 opportunity for those agencies, as well as the public,
19 to weigh in on those.

20 In addition to that, some preliminary
21 coordination has begun with some of the fire providers
22 about the project, and more will continue as part of
23 the project as it goes to develop into a final design.
24 And so impacts we anticipate will be less significant
25 with that coordination in place.

1 Next slide.

2 For traffic, we looked at the potential
3 impacts in construction and detours and hall routes,
4 looking at lane closures, you know, lane closures, and
5 how it can impact businesses and local access. All
6 three alternatives have the potential to affect that.
7 Even if it's fully underground, there are going to be
8 some areas that are at-grade construction for the
9 stations. So there is mitigation, as I mentioned, that
10 we would have coordination with the local jurisdictions
11 and local stakeholders for traffic management plans.
12 And then there's a lot of project measures or standards
13 that we have to abide by or that Metro already
14 implements because of previous construction projects
15 experience that would result in less significant
16 impact.

17 Next slide.

18 So one of the things that we are required to
19 evaluate in the environmental document as part of CEQA
20 is to make a determination of an environmentally
21 superior alternative. Now, this determination is
22 strictly based on the analysis that's performed in the
23 document, looking at all of the impact determinations
24 for all the different topics, as well as the extent of
25 mitigations that are required. Based on those, the

1 environmental superior alternative in this document is
2 Alternative 3, with the -- which is the initial
3 operating segment from East Los Angeles to Montebello
4 using the Montebello maintenance faculty.

5 Now, there is another term that some of you or
6 many of you may be familiar with, which is the locally
7 preferred alternative. And these two are not
8 necessarily the same alternative. So the locally
9 preferred alternative is an alternative that would be
10 selected by the board -- Metro board after input from
11 the environmental document, as well as any public
12 comments and reviews of project benefits. And it may
13 coincide with the environmental superior alternative,
14 but it could also be a different alternative based on
15 these other influences. The locally preferred
16 alternative is the one that will be then moved forward
17 to evaluate in the final document.

18 So one of the things -- and we'll kind of jump
19 into the -- the next part of it is: Can you make a
20 comment on the environmental superior alternative
21 during this period? And the answer is absolutely yes.
22 And we would like for you, as you review the document,
23 to look at what the conclusions are and then, you know,
24 provide some input, if you have any, on that, because
25 that definitely -- public input has a lot of, you know,

1 influence into how the locally preferred alternative is
2 done at a later time.

3 Next slide.

4 So with that, I wanted just to give an overall
5 discussion and just some tips about how your comments
6 can make an impact. I think there's definitely -- any
7 comments are welcome. And we certainly want to
8 encourage everybody to provide something. But I think
9 one of the things that we would like to see and that we
10 ask is that your comments -- try to be as specific as
11 possible. And about environmental issues, things that
12 are in the document or that you felt should have been
13 in the document, but weren't. And I think that can
14 help us, one, craft a good response to you so that we
15 can, you know, talk about where it might be in the
16 document if it wasn't clear from the beginning or, you
17 know, something that we can recommend for further study
18 as the design goes forward.

19 We would like to also get some input on the
20 mitigation measures that are proposed. Mitigation
21 measures are being proposed. They're not set in stone.
22 And a lot of times, people just assume that, well,
23 that's just something we can't change. And that's not
24 true. And a lot of times, mitigation measures are
25 important for a lot of communities to get their say on

1 it. So we really would like for you to take a look at
2 those carefully. If you have any input on them, please
3 provide that. And that can help us also shift -- or
4 shape how the ultimate project looks.

5 Once the comments are compiled towards the end
6 of the month, we will start the response to comments.
7 They will all be reviewed and they will all be
8 considered, and they will be given to the board for
9 decision making on the project. And the final
10 document -- the final EIR will have all the responses
11 individually responded to -- all the comments
12 individually responded to. And that will be publicly
13 available where you can review the responses and look
14 at how we responded to your comments.

15 And then with that, I think I'll send it over
16 to Tito. So thank you.

17 TITO CORONA: Thank you, Jaime.

18 And, again, we're getting close to starting
19 the public comment portion of this presentation in our
20 meeting. So quickly, what we're doing for next steps,
21 we are going to review all the comments that are being
22 submitted and incorporate it into the public record.
23 Again, tonight, we are taking your comments, and they
24 will be responded to in the final environmental impact
25 report -- environmental impact statement.

1 Tonight, we are only taking the comments.
2 This is what we've been doing for the previous meetings
3 that we've had in person as well. During the hearing,
4 opportunity to provide your comments will be captured,
5 and then we will, again, incorporate them into the
6 environmental document. And, again, what we've been
7 doing in person is we are also allowing for people to
8 speak with staff who can provide answers immediately
9 before and after the hearings. But for how we're going
10 to do with the hearing is we're going to provide you an
11 opportunity to provide your comments at 90 seconds.
12 That will be captured, and then we'll move on to the
13 next folks. I'll provide a little bit more update on
14 that. I just wanted to let you know how this is
15 happening.

16 So once we are done with the comments, and the
17 comment period closes on August 29th, we will go to the
18 Metro board for decision. And that will be for the
19 locally preferred alternative selection. And that will
20 be sometime later this year. Following that, we will
21 release the final environmental impact report. And,
22 again, it will be available for review. And there will
23 be a decision at the Metro board, you know, to certify
24 and move forward with the CEQA portion of it.

25 Again, everything is subject to change.

1 Timeline may change. Additional reports may be
2 required or requested. So, again, this is just a
3 tentative schedule, but I do want to provide you with
4 what the next steps are now.

5 Going to the next page, we'll go over where
6 the draft EIR is available for public review and
7 comment. Again, you have until August 29th to provide
8 your comments. You can mail them to Jenny
9 Cristales-Cevallos. You can also go online to our
10 online comment tool, [Metro.net/eastsidecomments](https://metro.net/eastsidecomments). You
11 can call the project voicemail and leave verbal
12 comments if you don't feel comfortable speaking in
13 person here at 213.922.3012. Once again, 213.922.3012.
14 You can go online to our interactive tool at
15 [Metro.net/eastside2022](https://metro.net/eastside2022).

16 And as I was saying, this is Meeting No. 3 of
17 4. We were first at East LA on July 21st, Montebello
18 on July 30th. Today we're online, but we're also in
19 the city of Pico Rivera Council Chambers. And then
20 next week, the last meeting will be in the city of
21 Whittier at the Whittier Community Center Gymnasium
22 from 6:00 to 8:00 p.m. And that will be an in-person
23 open house as well. So for those of you who want to
24 speak to folks and get some questions answered, we'll
25 have people available there.

1 So with that, let's go on to the next slide.
2 And I will introduce our hearing office, Edgar
3 Gutierrez, who will go over the formal comments and
4 basically how we're going to be doing this portion of
5 the hearing.

6 Edgar.

7 EDGAR GUTIERREZ: All right. Thank you, Tito.

8 Good evening, everyone. My name is Edgar
9 Gutierrez. I'm part of the outreach consultant team
10 that's providing outreach services for this contract.
11 Tonight, I'm serving as the public hearing office, as
12 mentioned by Tito. My role is to make sure that
13 everyone who's interested in providing an oral comment
14 tonight has an opportunity to do so. So, you know,
15 it's been noted tonight we have audiences both online
16 via Zoom, but also in person at the Pico Rivera site.
17 So we will be coordinating the oral comments between
18 both sites. Everyone will have an opportunity to make
19 comments tonight once. So we'll go over those
20 protocols shortly.

21 First, just to clarify, we're conducting this
22 public hearing to receive your comments on the
23 environmental analysis alternatives, the impacts and
24 mitigation measures presented in the draft EIR in
25 compliance with the California Environmental Quality

1 Act. So tonight, our job is to listen to your comments
2 and document them. But we're not going to be
3 responding to those comments during the public hearing.

4 Tonight is a formal environmental process
5 that's legally prescribed, and our job is just to
6 listen and record your comments and testimony. But
7 your comments will be addressed in the final EIR, as
8 has been mentioned. And the slide show -- has shown
9 some instructions on how to provide comments today or
10 anytime prior to August 29th. And even if you've
11 already made a comment either at a prior public hearing
12 or submitted any written comment through the official
13 channels, note that you have opportunity to continue
14 submitting comments throughout the 60-day comment
15 period through August 29th.

16 So tonight, we realize that the time to speak
17 90 seconds may not be sufficient, but consider it just
18 your initial comment, and we encourage you to continue
19 submitting written comments until August 29th. Please
20 take advantage of the online interactive tool. It has
21 all the resources beyond the draft EIR and comments and
22 instructions and links to make those comments. You
23 have access to interactive map and other helpful
24 resources that may contribute or help you complete your
25 comment.

1 And tonight, we have a court reporter that's
2 going to be capturing all your oral comments as part of
3 the transcription for this public hearing. We also
4 have a Spanish interpreter who will be providing
5 simultaneous translation for anyone who's wishing to
6 make comments in Spanish. And we can -- we will be
7 accommodating extra time to allow for that back and
8 forth.

9 The court reporter meanwhile will be
10 transcribing your comments verbatim, so please state
11 your first and last name as clearly as possible. This
12 will help us with the documentation of the legal
13 record. And if possible, it would be great to also get
14 your ZIP code, because then that way we can associate
15 your comment based on a geographic region. The court
16 reporter or I may interrupt you occasionally if we have
17 any issues with the way you're speaking or if we're not
18 listening to you clearly to make sure we capture
19 comments.

20 With that, I believe that we're ready to begin
21 receiving formal comments on the draft EIR. And to
22 start off, I'm going to call on the first three that
23 have raised their hand online. After the first three,
24 I will be calling on the three persons on site. And
25 we'll do that process. I'm coordinating with my team

1 on site to make sure that everyone has an opportunity
2 to comment.

3 So to start off, I'm going to call on the
4 first three people who have raised their hand online.
5 First starting out with Mike, followed by Linda
6 Palacios, and then DK.

7 So, Mike, you should be prompted to unmute.
8 And please start speaking and the clock will start as
9 soon as you start speaking. Mike, we are not hearing
10 you. And in case you can hear me, please try unmuting
11 your microphone. I'll give you another few seconds.
12 If not, we'll go with Linda Palacios.

13 Okay. I'm not hearing Mike. So let's go with
14 Linda Palacios. We'll go back to Mike after Linda.

15 Linda.

16 LINDA PALACIOS: Hi. Thank you for your
17 presentation. My name is Linda Palacios. I want to
18 know why Metro is insisting on building this 5 billion
19 subway to the Citadel Mall. Is this really the best
20 and highest priority transit solution for the East
21 Side? You know, Metro's own numbers say only 4100
22 people will ride the subway, which essentially equates
23 to \$1.5 million per rider. Metro has packed buses that
24 have a lot more riders and you're making them ride slow
25 buses on congested streets so you can prioritize this

1 5 billion subway to the Citadel. We know that
2 Washington Boulevard buses are nearly empty and so is
3 the current East Side gold line on Third Street.
4 Again, Metro's own numbers show that it's lowest
5 ridership segment in the system with two stations that
6 barely serve a few hundred boardings each day. This is
7 not the right solution for transportation in this area,
8 and Metro definitely owes it to the public to review
9 how low the project benefits are compared to this
10 incredibly high cost. Ultimately, a \$5 billion subway
11 makes no sense, and we deserve a lot more transit
12 service. Thank you.

13 EDGAR GUTIERREZ: Thank you, Linda. It looks
14 like Mike has lowered his hand, so I'm going to call on
15 DK to go up next and followed by Arturo Hay.

16 So, DK, please go ahead when prompted.

17 DK: From the Whittier Daily News, recent
18 article, even the line going to Whittier with the
19 Montebello site instead of Commerce has problems
20 according to the report. It has many mitigation
21 measures to address, noise and vibration impacts
22 applied to \$0.70 of the receivers compared to \$0.29 of
23 receivers, construction impacts associated with
24 rerouting transit, traffic, bicycle and pedestrian
25 facilities. Given the greater number of mitigation

1 measures, the route to Whittier option would not be
2 considered the environmentally superior alternative,
3 the report said. On that, I will say this can -- we
4 can attempt to stop this by valid measure if this goes
5 forward in Whittier, which is what we will do if it
6 does. Number three, homelessness and crime would
7 decrease dramatically. 5,700 homeless ride the Metro
8 today according to Sheriff Villanueva. The 2035 gas
9 vehicle ban, which you can Google, is the gas vehicle
10 ban planned by Newsome, would be disastrous. It's
11 interesting that the end service date for the gold line
12 to Whittier or whatever alternative you choose is 2035.
13 I believe that this plan is to create riders by this
14 ban, not that anyone would be riding this gold line.
15 Nobody is going to be riding it. The Atlantic project
16 proves that. This would destroy Whittier's quality of
17 life.

18 EDGAR GUTIERREZ: Thank you, DK. Your time is
19 up. I appreciate your comment. I will now transition
20 over to Arturo Hay.

21 But before you go, Arturo, I just want to
22 start prompting the audience in person so that they can
23 start getting ready.

24 I have the first three listed speakers that
25 have submitted a speaker card, are Edmond Velos,

1 followed by Jorge Martinez. And then I have a third
2 card that's also listed as George Martinez. If that's
3 a different person, then please plan on lining up for
4 that.

5 But, Arturo Hay, if you could unmute yourself
6 and start your comment. Just a reminder to state your
7 name, first and last, into the record and ZIP code if
8 possible. Arturo, go ahead.

9 ARTURO HAY: Yes. Can you hear me?

10 EDGAR GUTIERREZ: Yes.

11 ARTURO HAY: Okay. Great. First of all,
12 thank you. I appreciate this investment in the East
13 Side. I want to make it quick, but I wanted to note
14 that I've looked through the documentation in the
15 previous EIRs and I have not found any information
16 regarding an alternative to build this line along the
17 Union Pacific right-of-way where the Montebello
18 Metrolink currently is servicing. There's about 50 to
19 60 extra feet of right-of-way along the side of the
20 rails that could easily fit a station. You could still
21 have a Citadel station that would be adjacent to the
22 Citadel, and you wouldn't require a subway or having to
23 interrupt traffic and community members on Washington
24 Boulevard. This alignment will go closer to population
25 centers and Commerce, East LA along Garfield Avenue,

1 closer to Downtown Montebello and closer to the
2 Whittier Boulevard alignment and Pico Rivera. And it
3 would save a lot of money, which, you know, this seems
4 like a lot of an investment specifically to put the
5 subway portion of the rail in an empty area where the
6 Citadel has parking lots and there's warehouses. It
7 will also be adjacent to many potential properties that
8 could be used for maintenance facility without having a
9 lot of the issues the current facility locations will
10 be located. So, again, I'd just like to advocate to
11 put the rail line along the Union Pacific tracks that
12 are south of the Ferguson Avenue and north of
13 Washington Boulevard. Thank you.

14 EDGAR GUTIERREZ: Thank you, Arturo.

15 So as noted, we're going to our on-site
16 audience in Pico Rivera. So our first speaker is
17 lining up. So we'll have Edmond Veloz, followed by
18 Jorge Martinez. I was informed that the other Jorge
19 Martinez has left. So followed by Jorge Martinez will
20 be Marina Martinez.

21 So, Edmond, please go ahead when you're ready.
22 And start off by stating your name into the record and
23 ZIP code if possible.

24 EDMOND VELOZ: Can you hear me?

25 EDGAR GUTIERREZ: Yes.

1 EDMOND VELOZ: I'm Edmond Veloz, V-E-L-O-Z.

2 Tonight, we're talking about public
3 transportation, the word "public." Now, in front of me
4 here, I have a page from a 2019 public meeting that
5 took place in Whittier, and these are the very words of
6 a Cevallos, the project manager, and she was told to
7 say this according by the EMTA. And these are from
8 their transcripts. It says, "So all these elements
9 need to go through the public review process and the
10 environmental process down to when we identify the
11 locally preferred alternative." So this is currently
12 the purpose and need of the project. Again, we're
13 soliciting input to ensure that that this purpose and
14 need meets the community's needs and concerns. I have
15 here 1,550 signatures for the locally preferred
16 alternative, which is the environmentally superb
17 alternative and it is for the TSM alternative,
18 transportation system management alternative. The
19 Metro has no kind of support anything close to this,
20 and we're advocating the use of electric buses instead
21 of the light rail. It'll cost 1/100th of the cost and
22 it'll be much more efficient, a much better project and
23 something that the public will definitely use.

24 EDGAR GUTIERREZ: Thank you for your comments,
25 Edmond. We appreciate them. As noted, please use the

1 other commenting portals to submit additional comments
2 or anything to the record.

3 I'd now like to follow up with the next
4 speaker on site, Jorge Martinez, who will be followed
5 by Marina Martinez. And then I will be calling on the
6 names for online audience.

7 So please go ahead, Jorge.

8 JORGE MARTINEZ: Hello. My name is Jorge
9 Martinez. I looked online and I found a figure for
10 this project, the gold line, 6.5 billion. What a waste
11 of money. For less than \$50,000 -- I mean,
12 \$50 million, we can have electric buses that run on the
13 boulevard every 15 minutes and have the fare
14 subsidized, too. And then why are they forcing trains
15 on us when according to Metro data in February 2020,
16 the agency reported an estimated average of almost
17 1.2 systemwide riders each weekday. Guess what? The
18 buses take over the population. They're the preferred
19 alternative. 871,000 took the bus. 321,000 were on
20 the rails. And transit ridership is also a serious
21 decline. And this is looking at Metro's old data and
22 others that are available online. Better railroad
23 administration statistics for 2021 show that highway
24 rail crossings are more deadly in collisions in
25 California between cars and trains. California ranks

1 number two in collisions in the United States, and we
2 will have at least four of them -- Greenwood Avenue,
3 Rosemead Boulevard, Norwalk Boulevard and Lambert Road.
4 These are at-grade. Everybody is on the same level --
5 pedestrians, cars, trucks, trains. They're dangerous.
6 Thank you.

7 EDGAR GUTIERREZ: Okay. Thank you, Jorge.

8 Next is Marina Martinez. Please start by
9 stating your name into the record.

10 MARINA MARTINEZ: My name is Marina Martinez
11 and I'm a resident of Pico Rivera. And I'm opposed to
12 the gold line, specifically the alternative coming down
13 Washington and Lambert. This is a \$3 billion train to
14 nowhere. I don't know of anybody who would want to
15 take the train down to its terminus, which is the
16 hospital. And, you know, as far as the shops around
17 that route, you know, it's not going to attract
18 ridership that Metro is looking for. And that's been
19 the problem with the gold line through -- especially
20 coming in through -- which I've seen coming in through
21 the East Los Angeles area, coming down 3rd. I rarely
22 see any car full. I see at the most 3 or 6 or 12
23 people, not even that. So it's a \$3 billion debacle.
24 It's a cash cow for I'm sure some people will benefit
25 financially from it, but certainly not the residents or

1 the people living along that route, which I do. I live
2 about four or five blocks from Washington Boulevard and
3 Rosemead. So I know I'm going to be impacted with
4 noise, with pollution for seven years at least, and I'm
5 not looking forward to that. And I know they said, oh,
6 we're going to coordinate with the local law
7 enforcement and, you know, traffic and all that.
8 That's a lot of pie in the sky. That's a lot of pie in
9 the sky. I'm sorry.

10 EDGAR GUTIERREZ: Thank you, Marina.

11 So I mentioned, I'm going to transition to our
12 online audience. We'll go through a few of those
13 raised hands, and we'll go back to the Pico Rivera site
14 to check in for additional speaker cards. So online,
15 our Zoom audience, we have raised hands by Jiu Yoon.

16 Jiu Yoon, you will be first, followed by
17 Sergio and then FHN. So, Jiu Yoon, please go ahead and
18 unmute yourself when prompted and start off by stating
19 your name into the record.

20 JIU YOON: Yeah. Hi. Can you guys hear me?

21 EDGAR GUTIERREZ: Yes. Please go ahead.
22 Perfect.

23 JIU YOON: My name is Jiu Yoon, ZIP code
24 90640. I work at a -- on a business off of Washington
25 and Greenwood. And like many of the residents and

1 people who work there have already stated, we are very
2 concerned about why the Metro is so adamant about
3 running this line across Washington when we have Old
4 Dominion right there. We have recycling centers and
5 other construction sites going out with containers and
6 huge, big rigs going in and out. And the Metro and MTA
7 are saying that they'll mitigate traffic as much as
8 possible when it's a nightmare already with three lanes
9 each way. Like the previous resident already said, it
10 just seems like a huge pie in the sky. It seems
11 completely unfeasible. Hard to imagine how that's
12 done. The Alternative 2 with the maintenance site off
13 of -- behind Vail and Washington next to that church
14 also seems completely unfeasible for the very same
15 reasons as we have the trash echo or whatever, like
16 literally right off of Vail going in and out every day
17 with several containers as well in the back. It's
18 just -- it's really baffling and completely really tone
19 deaf with people who have never experienced what it's
20 like traveling on Washington. Thank you.

21 EDGAR GUTIERREZ: Thank you for your comment.

22 Next will go to Sergio. Sergio will be
23 followed by FHN, and then we will go back to the Pico
24 Rivera site to check for additional speaker cards.

25 So, Sergio, unmute yourself and please start

1 off by stating your name into the record.

2 SERGIO ARANGULA: Hi, Edgar. Can you hear me?

3 EDGAR GUTIERREZ: Yes. Please go ahead.

4 SERGIO ARANGULA: Perfect. Okay. My name is
5 Sergio Arangula, ZIP code is 90606. And unlike many
6 who have been opposing this, I'm actually looking
7 forward to this. I'm a young professional that lives
8 close by on Washington and Broadway. And we're really
9 looking forward to seeing this in the ballot. A lot of
10 my friends have been looking for the day for us to
11 support this. But I'm going to stick to the topic here
12 and critique a little bit of the environmental aspect
13 of this. I'm looking specifically on page 337 of the
14 environmental document where it states about the
15 transmission lines. My concern is how much will we
16 have to mitigate those transmission lines as we get
17 closer to Whittier? I know that when once you cross
18 over, I believe, San Gabriel River, you have two 20KB
19 and 500KB lines. And if we do have to mitigate those
20 lines in regards to clearances to the OCS, how much
21 would we be on the hook for? And would we have to
22 underground lines as well? I guess -- and have we
23 compared those to other route options such as the
24 purple line or the blue line? How much more
25 significant would that cost us if we were to keep it

1 at-grade or aerial and then maybe move it down to
2 underground? A couple of the comments. But for the
3 most part, we're really looking forward to this. There
4 will be a day where this will be on the ballot, and we
5 can't wait to vote on that. Thank you.

6 EDGAR GUTIERREZ: Thank you, Sergio.

7 Up next, we have FHN who will be the last
8 speaker for our Zoom audience for now. And I'll be
9 transitioning to the Pico Rivera site. So meanwhile, I
10 would like to ask the Pico Rivera site -- we have two
11 speakers waiting -- for Jorge Martinez to be ready
12 after FHN. And Jorge will be followed by Esther
13 Salise. So now let's go to FHN.

14 You'll be prompted to unmute yourself. And
15 once do you that, please start off by stating your name
16 into the record.

17 SD: Hi. I'm just going to give my initials,
18 SD. And I live in Whittier. I applaud the city of
19 Pico Rivera residents for coming out and opposing this
20 project. This is definitely something that I think is
21 being perpetrated by politicians, such as Mr. Dutra who
22 sits on the board and is also a council member. What
23 I'd like to know is are you going to have Mr. Dutra
24 recuse himself? And also, how much subsidies is the
25 City of Whittier going to give Metro? There's a public

1 safety issue that I'm very concerned about. Our
2 Whittier Police Department is already very
3 understaffed. The unarmed people that you hired to go
4 on the Metro lines are not going to stop a rape, a
5 robbery, which you know are happening on the Metro
6 line, as well as robberies and other things, thefts and
7 things of those sorts. Other than that, I'm very
8 concerned of the impacts our businesses are going to
9 have along Washington Boulevard. We're already very
10 heavily impacted by the numbers that are causing the
11 cities to rezone a lot of business areas to allow for
12 high density housing, and this is causing a lot of
13 businesses to shut down because they're being bought
14 out. And I'm worried that your project is also going
15 to harm our businesses and our residents. We don't
16 need the Metro in Whittier. I oppose it.

17 EDGAR GUTIERREZ: Thank you, SD.

18 All right. As mentioned, we're going to Pico
19 Rivera site. So if we can have Jorge Martinez ready to
20 start and then who will be followed by Esther Salese.

21 Jorge, please go ahead. Start off by reading
22 your name into the record.

23 JORGE MARTINEZ: Hi. My name is Jorge
24 Martinez, 90660 resident. We all have seen how these
25 at-grade level Metro lines have been brought

1 environmentally, destroying single-family residents.
2 So we're at this street that connected Slauson to Rex
3 Road -- got cut off due to all the train crossing
4 accidents and deaths in the past. How can this not be
5 a difference? How can you honestly say our kids will
6 be safe walking to El Rancho High School crossing
7 Washington Boulevard, crossing Lacaline Avenue into our
8 high school and middle schools? My family and local
9 community are not in favor of the proposed gold line
10 extension. I live off Lindsay Avenue in Washington
11 Boulevard. There are environmental noise, pollution.
12 Trembling will just devastate my home and my
13 surrounding neighbors. The only way -- the only
14 entrance to my home is northbound through Lindsay
15 Avenue off Washington Boulevard. If the Metro goes
16 through Washington Boulevard, my entrance will be
17 entirely cut off. Unless this train goes underground
18 through Pico Rivera, as a registered voter, I will make
19 it my duty to support any recall or vote out any public
20 official who was in favor of this project.

21 EDGAR GUTIERREZ: Thank you.

22 We'll now call on Esther Salese to make her
23 comment. She's the last person who submitted a speaker
24 card. So I will go back to the online audience and
25 check again later for additional speakers at Pico

1 Rivera. So for Zoom users, just be prompted. Jesse
2 Garcia will go after Celia -- I mean Esther Salese.
3 And then Jesse will be followed by Dominic Gonzalez and
4 then Mike.

5 So, Esther, please go ahead and make your
6 comments. Start off by stating your name into the
7 record.

8 ESTHER SALESE: Hello. My name is Esther
9 Salese and I live here in Pico Rivera. I'm very
10 against this project. During this meeting, none of the
11 speakers mentioned Pico Rivera. Pico Rivera will be
12 affected, because it comes down -- this train will come
13 down Washington. So once it passes Bluff to
14 Washington, you're going to hit our homes on Paramount.
15 You're going to hit our businesses that have been very
16 hard hit during the COVID, and now they're going to be
17 hit again with construction on Washington. You will
18 have a station on Washington and Rosemead that will
19 affect our children and crossing on Passens and
20 Washington where our children, over 3,000, will cross
21 from school to El Rancho High School daily. And you
22 will have this train coming down Washington Boulevard.
23 We have homes on Washington all the way down to the 605
24 freeway underpass. You have homes there. What are we
25 going to do with that? What's going to happen to the

1 street as all the construction is going on? What's the
2 safety issues, environmental issues? It's very
3 dangerous to have this train come down for the sake of
4 our children and the residents that live on that
5 street. I also would like to ask you to please extend
6 the deadline. You have August 29th. You look at the
7 books we have here, and they are huge. Please extend
8 it another two months. At least give us to
9 November 1st for the cities to look at this, because we
10 do not want this coming into our city. Thank you.

11 EDGAR GUTIERREZ: Okay. Thank you, Esther,
12 for your comment.

13 And now we'll go back to the Zoom audience,
14 those who have their hands raised.

15 As I mentioned, Jesse Garcia, you'll be
16 leading off, followed by Dominic Gonzalez, then Mike.
17 So, Jesse, please start when you're prompted. Unmute
18 yourself and initiate by stating your name into the
19 record.

20 JESSE GARCIA: Jesse Garcia. Can you hear me?

21 EDGAR GUTIERREZ: Yes. Please proceed.

22 JESSE GARCIA: Okay. Jesse Garcia, 90640. As
23 I mentioned at the last meeting and everybody keeps
24 mentioning these \$3 billion, everybody keeps forgetting
25 in 2029, you're not going to have 3 billion. You may

1 have it on paper, but you're actually going to have
2 2.5 billion. Inflation is going to already eat you.
3 So you're already in the red, okay? When I broke
4 everything down, this is going to be 52 years just to
5 pay back \$3 billion. And we know we're not going to
6 raise the ridership. Since the last meeting, I've been
7 going up and down the boulevard during the weekday when
8 I come home. Even the buses that run there right now
9 don't have the audience you guys are looking for.
10 Mr. Dutra, he's in it for himself. You can tell right
11 off the bat. He's the only happy camper. The other
12 folks who are for it, you guys have never really been
13 involved in a mess. Once you see that mess going down
14 Washington, good luck. So be careful what you wish
15 for. The other thing I'm looking at here is the video
16 you keep presenting when this opens up, it's a bit
17 misleading because you show Whittier Boulevard. This
18 thing is not going down Whittier Boulevard. If you're
19 going to redo this video or you're going to do it, do
20 it right. Show it going down Atlantic and through
21 Washington. Why do you keep showing Slauson? Why do
22 you keep showing Beverly Boulevard? Actually, Beverly
23 Boulevard would be the best place for this track to go.
24 It would hook up Rio Hondo and --

25 EDGAR GUTIERREZ: Thank you, Jesse.

1 We will now proceed with Dominic Gonzalez
2 followed by Mike. After Mike, I will check for our
3 Pico Rivera site for any additional speakers who have
4 not spoken yet.

5 Please go ahead, Dominic when prompted. And
6 start of by stating your name into the record.

7 DOMINIC GONZALEZ: Hello. Can you hear me all
8 right?

9 EDGAR GUTIERREZ: Yes.

10 DOMINIC GONZALEZ: Awesome. So my name is
11 Dominic Gonzalez, address 91733. I am most in support
12 of Option 1, mainly because breaking those projects
13 into phases, you know, there's no telling how expensive
14 they're going to get due to inflation or whatever,
15 tariffs and stuff, because, you know, ever since Trump
16 put those tariffs on Chinese steel, you know, that
17 really killed projects, even cutting down the gold line
18 extension from Claremont to Pomona. So, you know,
19 honestly, I know there's more impacts. There always is
20 with construction, but really just go home and get it
21 done while you can; right? Because over the long term,
22 that really sets up chances to redo patterns, increase
23 the transit oriented development and really give other
24 people legitimate options outside of traffic. And then
25 I do -- I didn't think about it, but I do actually want

1 to throw some support behind the idea of putting it
2 possibly down the existing Metrolink tracks. I know
3 it's hard because there's freight down there, too. But
4 if you could fix that as well, too, I think that might
5 be worth looking into. That way, you can skip
6 Washington if it seems undoable. Also, look into grade
7 separation at Washington and Rosemead and look into
8 better connections at each station, especially like at
9 Rosemead if you're planning to BRT light rail line down
10 that and better connections to old town Whittier. I
11 think that would be really good. But also, I'm very
12 excited for this project, and there's lots of
13 naysayers. But, you know, at the end of the day, if
14 we're going to move on from cars, we need to keep doing
15 things like this.

16 EDGAR GUTIERREZ: Thank you, Dominic.

17 Up next will be Mike. And I've been informed
18 by my team at the Pico Rivera site that we don't have
19 any additional speakers, but I will continue checking
20 and monitoring to make sure we get any additional
21 speakers wishing to speak tonight. So Mike will be
22 followed meanwhile by Maude Manji and then BCS.

23 So, Mike, go ahead and state your name into
24 the record.

25 MIKE MARTINEZ: Mike Martinez, ZIP code 90022,

1 East LA resident for eight years who's been living in
2 front of the gold line -- existing gold line on Third
3 Street. I really don't have to be here because our
4 extension is going to be all run underground through
5 Atlantic. I'm looking out for more the residents after
6 East LA. Don't let them build it above ground. It is
7 not good. I'll tell you why. Environmental report,
8 1,012 pages long. Section 61. -- 6.9.2.3, the
9 outreach, the outreach was supposed to -- including
10 banners and electronic signs down the corridors that
11 they're going to build. I have not seen one sign, so
12 they failed on that. There's going to be detour routes
13 on Telegraph, Olympic, Whittier, and possibly Slauson.
14 When they're building this thing, a lot of noise, a lot
15 of dust. Let's talk about asbestos. Asbestos was
16 banned back in the late '90s because of the brake pads,
17 a lot of the brake pads had asbestos. According to
18 that law, asbestos in brake pads should have gone away.
19 Any after-market brake pads, anybody can put on. Is
20 Metro putting these types of brake pads on there? My
21 son has asthma. He's only two years old. He's had
22 asthma since he was small, since he was born. He has
23 to be on nebulizer treatment every morning and
24 afternoon. Could it be it? Who knows. Underground is
25 more efficient and more stations to be more efficient.

1 Don't throw away \$5 billion for nothing. Thank you.

2 EDGAR GUTIERREZ: Thank you, Mike.

3 So now, Maude Manji, you'll be prompted to
4 unmute yourself. And then you'll be followed by BCS.

5 Currently, I don't see additional hands raised
6 after BCS. If you're wishing to speak, please consider
7 raising your hand at this time, and I will call you
8 later in the process. For now, I will call Maude Manji
9 to start off.

10 Please state your name for the record.

11 MAUDE MANJI: Hi. My name is Maude Manji.
12 I'm a resident of Whittier 90602. Really excited for
13 this project. Thank you, Metro, for bringing this
14 project. You know, I would say the option that brings
15 this the fastest in one phase, that's the option I
16 support. You know, this is really a project we need.
17 Nobody likes being stuck on the freeway going all the
18 way to downtown. This is just really going to make my
19 life easier. It's going to make my wife's life a lot a
20 easier. We're really excited to have this project.
21 You know, I was in south Pasadena for a while and, you
22 know, they had the gold line down there. I would just
23 go down to Downtown. Now I'm excited to be a homeowner
24 in Whittier and to take this train down to Downtown and
25 even hopefully down all the way to Santa Monica and the

1 beach. So I'm just very excited for the project. The
2 one thing I just want to add is I really hope there's a
3 consideration of making an extension to Uptown, because
4 that's really where I think a lot of businesses are,
5 where a lot of folks can utilize this. And there's a
6 lot of density in Uptown. For me, right now, if I were
7 to walk to the station, it's like a 25-minute walk.
8 It's a little bit selfish of me as well. I'd like if
9 it's Uptown, that's more of a 10 or 15-minute walk for
10 me. That's a little bit selfish, but I feel like a lot
11 of the density, a lot of the apartment buildings are
12 going to be in Uptown. So I'm just really hoping
13 that's considered as well, but overall excited for this
14 project. Thank you to the mayor of Whittier and to all
15 the Metro board who brought this forward, and I hope we
16 get this as soon as possible. So thank you again.
17 Thank you to the staff as well. Thank you for putting
18 the hearing together.

19 EDGAR GUTIERREZ: Thanks for your comment.

20 Now, we'll go to BCS. As stated, BCS is the
21 last speaker. So anyone wishing to speak both online
22 via Zoom, if you're on Zoom, you can raise your hand.
23 Or if you're in person, please submit a speaker card.

24 BCS, please go ahead and make a comment. And
25 start off by stating your name into the record.

1 BRICIA SATELLO: Sorry about that. I was
2 muted. I apologize. Can you hear me?

3 EDGAR GUTIERREZ: Yes. Please state your name
4 in the record.

5 BRICIA SATELLO: Absolutely. My name is
6 Bricia Satello, and I live in Montebello -- south
7 Montebello. So I am near one of the stations that you
8 are proposing. So I'm not necessarily opposed to
9 having a train as I believe that transportation is very
10 crucial; however, I have to tell you that some of the
11 points that have been brought up are some of the points
12 that I want to bring up for sure. So having the train
13 come down from East LA underground is great. I think
14 that's great. You know, we reduce some of the traffic
15 that would have been on there anyways, and it's safe;
16 however, when you come up to Commerce, you put it up on
17 top. I don't live in Commerce, but if I were a
18 resident, I may have an opinion on that. I do live in
19 Montebello. And bringing it grade level, it's just --
20 to me, it almost seems like we're considered second to
21 a different city. I have no idea why you didn't decide
22 to go underground as well, especially when you have
23 children crossing from one street to another in the
24 only place that there's going to be a public
25 elementary. And that is ongoing with where you propose

1 to actually have a station. That is very crucial
2 because I can just see accidents happen. You did the
3 same thing in Boyle Heights where you had no rail when
4 you first put it in. And even with rail, that seemed
5 still to be a very dangerous section. So if you were
6 to go underground, I promise you that I will walk
7 around and try to convince my neighbors that this is a
8 good project; however, I want you to consider that.

9 EDGAR GUTIERREZ: Thank you for your comment.

10 All right. So for now, that concludes the
11 speakers that have raised their hand or submitted
12 speaker card in person. We're going to remain online
13 until 8:00. But I just wanted to note that tonight is
14 not the end of the comment period. Speaking or
15 providing oral comments is not the only way. And it's
16 not just a way or the single way you can do so. In
17 addition to those that submitted oral comments or not
18 did not, you have additional ways to make comments
19 through August 29th. And those are shown on the
20 screen. You have via mail listed there. We have the
21 online web comment form at Metro.net/eastside comments.
22 The web comment form -- and we'll go over it in a
23 little bit if no additional speakers go -- raise their
24 hands, but this is a great way to just upload your
25 comment, submit any attachments or additional resources

1 you might want to include. There's also some tips on
2 how to make a comment. And for those that just want to
3 submit a quick comment, if you have a quick thought or
4 don't want to take the time to type out your comments,
5 we have the option to use the help line where you'll be
6 able to submit an oral comment. That will be
7 transcribed the same way that the court reporter is
8 doing tonight. It'll be verbatim and included in the
9 record. And these methods, the three ways that I just
10 went over -- mail, web comment form and help line --
11 are available through August 29th as many times as
12 you'd like to use them. So I just want to clarify
13 that, that tonight is just a method to submit comments.
14 And we realize 90 seconds is not sufficient. So that's
15 why we want to encourage you to continue reviewing the
16 document and submitting your comments.

17 I want to check again. And it looks like we
18 don't have no one else with a raised hand at this
19 moment. Since we promoted the public hearing to run
20 until 8:00, we're going to remain until that time just
21 to make sure that anyone that hasn't had the
22 opportunity to provide a comment tonight will have that
23 chance. And if -- there's no one in person at the Pico
24 River site. It sounds like we also don't have speaker
25 cards there. Then I'd like to take this moment to just

1 start going over some of the tools that we've promoted
2 tonight. And I will pause, you know, at any moment
3 that anyone has the urge to make a comment both on-site
4 or here in person. I'm going to stop and I will give
5 you the opportunity. The priority are your comments.
6 What I'm going to be sharing, this is just to use the
7 time that we've promoted.

8 So to start off, I'd like to share just one of
9 the tools that was heavily promoted during the
10 presentation, which was the online portal tool, the
11 online virtual tool. I will be pulling it up right
12 now. Sorry, I'm having a little bit of difficulty
13 here. Let me start again. I may have to ask my staff
14 to help me share it, the virtual tool. Okay. Here we
15 go. I apologize for that.

16 Okay. So what I'm sharing right here is the
17 online interactive tool that's been promoted. This
18 website can be accessed at Metro.net/eastside2022. So
19 when you go to here, you'll see this project branding.
20 You're encouraged to scroll down, because that's where
21 the tool will initiate. Before I go into the rest of
22 the functions, I want to note that the tool is
23 available in English and Spanish. So you'll get the
24 same exact experience in Spanish, same content, project
25 videos and links that we'll be going over. So I just

1 wanted to note that it's available as soon as you start
2 scrolling right beneath this initial set of tabs.

3 The tabs are going to the best way to explore
4 the tool. You'll be able to just skip past the section
5 if you've already navigated through the tool, if you
6 know the topic you might be looking for. For example,
7 you want to see the draft EIR. You can either scroll
8 down, we made it available right on top so there's not
9 much navigating, or we realize people may want to just
10 click on something. So here's the draft EIR. It'll
11 take you to all of the pertinent documents. The notice
12 of availability that announces that the draft EIR has
13 been released. There's instructions on how to make
14 comments and public hearing details, availability of
15 the printed documents along the corridor at public
16 library, so the other public counters.

17 So this is a good resource document to check,
18 and it expands a little bit more beyond the public
19 notice. The draft EIR is the document that has been
20 mentioned and is the focus of your comments tonight.
21 So this is a quick ease access to just click on here
22 and have access of the document. This will give you
23 the full draft environmental impact report. It
24 includes the 1,012 pages that were mentioned.

25 If you're looking for something just more an

1 introductory to see, if you want to dive into
2 additional details, the best way to start and the place
3 where a majority of the people will find the answers
4 that they're looking for is the executive summary. And
5 for that reason, this is available entirely in English
6 and also in Spanish. So we encourage to start with
7 this, or also if you can dive into the draft EIR that
8 gives you all of the details, including the executive
9 summary.

10 And the local public library sites, we also
11 mentioned that they're available in the NOA. You could
12 click on here. And this will give you a map. So you
13 can quickly navigate to whatever site might be easiest
14 to access. What we do just encourage you to do, call
15 in advance to confirm the hours of operation. Those
16 have been shifting because of the COVID, the pandemic
17 situation. So please verify. We don't want you to
18 make the trip unnecessarily.

19 Now, going back to the tool -- let me just
20 check really quickly to see if there's anyone who has
21 any comments. It looks like we still don't have any
22 raised hands at this moment. Okay. So I will continue
23 sharing the tool.

24 So as we mentioned, the interactive component
25 is really what brings this document or this tool alive.

1 Not only just do you have access to all project
2 resources here, an easy way to navigate, but you can
3 also have the project history and visual details that
4 are not currently featured on the project website. It
5 gives you the overview. It describes the key
6 components. Then it starts talking about why the
7 project is needed, some background information,
8 connectivity to the regional connector on how that
9 would one day potentially provide a one seat ride all
10 the way to Santa Monica and other vital connections.
11 It talks about where we are in the process to fully
12 deliver the project.

13 A lot of this information is something that
14 you've already seen in a presentation tonight or in
15 past presentations, and that's the idea. You have
16 access to all the information here. So as you're
17 making your comments, if there's something that might
18 help you contextualize that comment better, maybe the
19 cross streets or some kind of level of detail, then you
20 can use this tool and you can see every map has a
21 legend. If you lose a legend, look for these little
22 three dots, four dots in the bottom. It gives you a
23 full definition of what you're seeing.

24 This explore the corridor tool is a good way
25 to know the corridor a little better or, like I said,

1 make reference to it, anything that you want to include
2 in your comments. There's existing transit services.
3 It will give you a listing of those. You can also zoom
4 in and see a little bit more detail. You can click on
5 the bus route information. And there's also a
6 navigation here that expands on the panels here that
7 you're seeing. Some of these layers of data or lines
8 that you see on the map have additional information.
9 And it breaks it down from -- you can see the route
10 name and additional details. It's very resourceful.
11 There's some destinations of importance. This is not
12 comprehensive, but it's intended to give you a general
13 sense of what's available along the corridor.

14 There's also information on equity focus
15 communities. This is from the Metro Race and Equity
16 Office who has been developing an emphasis on having
17 more equitable participation and access to services.
18 And this gives you essentially data from that
19 department and what helps inform our process -- not
20 only outreach, but other approaches. So, you know,
21 this again is a really great tool and layer to take
22 advantage of.

23 The freight rail corridors layer, this is one
24 of the most useful for the areas that have a lot of
25 rail. As you can see, there's some portions that have

1 rail corridors going to certain communities. And
2 there's confusion as to which rail corridor we're
3 talking about and how our rail corridor would serve in
4 relation to those existing lines. So this is a good
5 layer for that. This is only freight services, so it's
6 not Metrolink. Metrolink does overlap on a couple of
7 those freight lines, but now this gives you a clean
8 look on those Metrolink lines and stations.

9 And importantly to this also is the existing
10 bike path network and the various levels of service on
11 each of those lines -- bike lines provided. As you can
12 see, they're defined by classes -- Class 1 through
13 Class 4 with Class 4 being the most protective type of
14 bike route available.

15 Okay. I'm going to check to see in our Zoom
16 if we have anyone else or with my team. Looks like we
17 don't have anyone that has submitted a speaker card at
18 the Pico Rivera site or that has raised their hands.
19 So I will continue jus going really quickly now down to
20 the alternative section.

21 TITO CORONA: Can you provide again what the
22 address is to people that access the tool?

23 EDGAR GUTIERREZ: Yes. The address -- so what
24 I'm showing right now is the online interactive tool
25 that was developed for the East Side Transit Corridor 2

1 project. And the website to access this is
2 Metro.net/eastside2022 or 2022. And it'll take you to
3 this alphanumeric scrabble, so that's why that's the
4 easy path to access this tool. And like I said, it's
5 available in English and Spanish, with the Spanish link
6 available right away up on top.

7 So taking advantage of the tabs, I'm going to
8 show you how it works. I'm going to go straight to the
9 alternative section where I was just reviewing that
10 content. A lot of these images that you see are
11 interactive in some format, at least in a zoomable way.
12 So, again, explore the tool. Anything that you see
13 might be interactive. This gives you an overview of
14 some of the recent project updates that have been made,
15 including the alternatives that advance into the draft
16 EIR that was released for public review.

17 And so here you'll get to engage a little bit
18 more, you know, individually on each of the
19 alternatives. So you see the map all at once and a lot
20 of the projet materials, but this gives you an
21 experience to see one alternative at a time. So you
22 saw that I clicked on this, and that only shows me
23 Alternative 1, only that. And then when I click
24 Alternative 2, this provides clarification. As you can
25 see, it just clarifies really quickly the number of

1 stations and length. And, you know, you can engage
2 with it in your own way. As you can see, there's some
3 layers of detail. You can see you can zoom in to see
4 more information. As you can see, there's certain
5 labels that come up and so on. So, you know,
6 Alternative 3, I'll just click so you can see that it
7 has the same level of information.

8 And if you continue scrolling down, you have
9 additional profiles for each of these alternatives.
10 You also have additional design options that have been
11 shared in recent meetings and featured at the recent
12 materials that have been shared both at the public
13 hearings and via e-mail and online. If you click on
14 these, you can see some of the station options, both at
15 Atlantic, Pomona and also at Greenwood.

16 So to start off with Atlantic/Pomona, you see
17 here this says slideshow that's available. You would
18 click on here. I think I'm having some bandwidth
19 issues right now. Let's go past these. Those are
20 slide shows. So right now, I think because I'm
21 sharing, it's giving me a little bit of trouble. Let
22 me see if I can refresh. Here we go.

23 So you can see that you have some more
24 information on each of these station sites. If you
25 want some clarification on what each option is,

1 essentially you have first covered underground
2 option -- the baseline option here on Atlantic/Pomona,
3 and then you have the open underground option. And
4 each of these have a couple of slides. So you can open
5 it and then you can just navigate through this
6 information right here. Like, for example, you see it
7 in detail and there's some other slides. So this gives
8 you an example of what an open underground design or
9 open underground station would be. So if you have a
10 question of, well, what does this mean, what does it
11 look like, here's the real life example in the Metro
12 system.

13 And here's additional details and so on. And
14 if you want to learn more about the environmental
15 process, we featured details today as part of the
16 presentation, but this gives you just somewhat of a
17 narrative of what the process is and what it includes,
18 what your role is. As you can see, there's a graphic
19 on the various components that go into the decision
20 making process and what the process includes and also
21 what types of evaluations are being taken and how these
22 evaluations will be performed and the various topics
23 that will be evaluated. And throughout this, you'll
24 see links available. So anything with a blue font
25 under line is usually a link that will open. These are

1 additional resources that Metro has available
2 explaining the environmental process. So if you're new
3 to the environmental process, this hopefully gives you
4 a quick read through on what the process is, where
5 we're at and what your role is.

6 And now, next is just a history of where of
7 project has been. So if you really want to do a deeper
8 dive into the alternatives that have been previously
9 considered through the various prior phases, including
10 prior to the environmental process that's part of the
11 alternatives analysis, and also during the
12 environmental process all the way up to the release of
13 the draft document that was stopped and now
14 recirculated as a draft EIR only, but it's -- all these
15 give you those great resources. So if you've been
16 involved or have wondered maybe what alternatives had
17 been considered before, this gives you just a general
18 snapshot of that information.

19 Okay. I'm going to do another check-in to
20 make sure I'm not talking too much. Still no raised
21 hand. So I will continue.

22 Now, this is the very important part. As I
23 mentioned, the draft EIR is linked at the top of the
24 tool, but here's a little bit -- available more
25 thorough with all links and a full breakdown on how to

1 submit comments. All of the different public hearings
2 that are being conducted, including the information for
3 tonight's hearing. So tonight is the third of four
4 hearings, as has been mentioned. We have one more
5 hearing that will be happening next week, Wednesday,
6 August 17th, from 6:00 to 8:00 p.m., in the city of
7 Whittier, at the Whittier Community Center. And the
8 address is listed here. So if you've lost your notice,
9 if you want to share information, you can even just
10 link -- this is one of my favorite ways to share
11 information. You can copy the section link with a lot
12 of these large headers. If you just hover over the
13 label and click on it, it'll copy that section. And
14 I'll show you how it works. You can include it as a
15 link on an e-mail to a friend, a text. And then when
16 they click on it, this is what they copy. I'm going to
17 go straight to the section that I copied the link from.
18 So it's not going to start at the top. It's going to
19 go to the section that I want to -- I want my friend or
20 neighbor, someone that I'm sharing the details with.
21 So another, you know, quick link to just expand on the
22 details.

23 Here's information on our recent community
24 information sessions. These were held right before the
25 release of the draft document as a way to just make

1 sure that the corridor was -- communities were updated
2 on the various project updates and then also just get
3 ready for the release of the draft document. What to
4 anticipate, how to access the document, where it will
5 be available, how to comment, et cetera. And this
6 provides some details on the anticipated next steps.

7 And additional resources -- so for folks that
8 maybe aren't familiar with light rail transit or maybe
9 those that are confused what's the difference between
10 light rail, heavy rail, community rail, freight rail,
11 there's a lot of terminology. And not all trains are
12 created the same, so this is very helpful for people
13 that may be fearing that it's a freight train that's
14 being proposed. A freight train is very heavy, very
15 loud. You'll see all the characteristics on reading
16 them off the sheet. And this is very helpful for
17 anyone that you think might be able to use this. It's
18 a slide show, so you can also go through the various
19 slides here, like I've shown in the prior functions.
20 Or you can also download the whole slide show right
21 here if you want to go through that process. So you're
22 able to view it all at once here and also download it
23 as shown right here.

24 And we're getting close to the end and we
25 still don't have any raised hands. So pretty soon, I

1 will be calling on Tito to wrap up the public hearing.
2 But certainly, like I mentioned, you have an
3 opportunity to raise your hand until 8:00 if you
4 haven't done so already. And for people on site at
5 Pico Rivera site can also submit any comment -- speaker
6 card request until then.

7 What I'd like to just spend a couple of
8 minutes on, now that we've seen most of the tool, then
9 this is the other very important component that's been
10 shared, the public comment form. It's available in
11 English and in Spanish. There's this link up here.
12 It's the same exact experience. It's translated into
13 Spanish. And as you can see, I have access to the
14 draft EIR. We ask you to identify yourself as what
15 type of stakeholder, your contact information. The
16 only required information is your ZIP code, but it's
17 very helpful when we have a name and other details just
18 to associate the comment and, you know, what it might
19 be in relation to what area of the community or area of
20 interest.

21 And then there's just tip to submit comments,
22 like I mentioned, that you could use as you're creating
23 your comment. And then you can type your comment into
24 this comment box and you can upload additional files.
25 If you prepared it as a Word document or an attachment

1 and you don't want to type anything, you just say, "My
2 comments are enclosed." And then you upload your file,
3 and search through the files, upload them, and then
4 that should be it. And you have up to 30 megabytes
5 that you can upload. So that's plenty. And if it's
6 not enough, please continue submitting comments as
7 needed.

8 Okay. Tito, I think that wraps up a majority
9 of what I wanted to cover with this additional time
10 that we have in the public hearing. So now we can
11 transition back to the slide show so we can start
12 closing out tonight's hearing.

13 But, again, I want to check one last time for
14 any additional participants that might be interested in
15 making a comment tonight. I see none.

16 Okay. Then, Tito, please go ahead and help us
17 close out tonight's hearing.

18 TITO CORONA: Thank you, Edgar.

19 And as you are checking online, I'm also -- I
20 have the Pico Rivera council chamber peeking as well.
21 It looks like that's pretty much -- the audience there
22 has also concluded and left. So I don't see anything
23 in Pico Rivera. But, again, I want to thank those of
24 you who joined us in person in Pico River, but also
25 online. We understand that there are many ways to

1 participate in the public comment period, whether it's
2 through a hearing, online, in person. Or if you're not
3 comfortable doing either, you can also do so at your
4 own leisure by submitting comments now through
5 August 29th. You have plenty of time. If information
6 that was shared tonight -- you need to go and review
7 more information on the online tool that Edgar just
8 shared, please do so and submit your comments. You can
9 do so either in writing. You can mail them to Jenny
10 Cristales-Cevallos, the project manager who presented
11 earlier today, who's at Metro at One Gateway Plaza,
12 MS 99-22-7 Los Angeles, California 90012. You can also
13 do so using the tool that Edgar was discussing right
14 now, the online comment form, by going to
15 Metro.net/eastsidecomments. Once again, that's
16 Metro.net/eastsidecomments. Just submit your comments
17 online. And that tool is available through
18 August 29th. If you're not comfortable typing in all
19 your comments, you just want to verbally speak it like
20 you did tonight at the hearing or you didn't
21 participate in the hearing, but you want to do so in
22 private by telephone, you can also call our help line
23 at 213.922.3012. Once again, that's area code
24 213.922.3012. Now, there is one more public hearing
25 that we'll be having next week on Wednesday,

1 August 17th, from 6:00 to 8:00 p.m. in Whittier at the
2 Whittier Community Center Gymnasium. So, again, that
3 will be our last in-person meeting that we will be
4 having. Again, this will be -- we'll begin with an
5 open house at the beginning. So you can go to staff at
6 any of the stations we have, ask questions and you'll
7 get your answers there. And then following that, we
8 will start with the presentation, just like we did
9 tonight. And we will have our public hearing in person
10 at that gymnasium all starting at 6:00 p.m. So with
11 that, you can also join us that way or you can still
12 submit your comments now. If your comments are
13 submitted in person, online or via phone, it's all
14 weighed the same. It's all considered and part of the
15 public document that we are working on. So one more
16 time, the online interactive tool that Edgar just
17 shared is at [Metro.net/eastside2022](https://metro.net/eastside2022).

18 So it is now 8:00 p.m. There are no more
19 additional questions through the hearing that Edgar was
20 participating in as our hearing officer. So with that,
21 Thursday, August 11th, at 8:00 p.m., I want to thank
22 you all for joining us, and we are officially closing
23 the hearing and this meeting. Thank you for joining us
24 tonight and I hope you have a good night. Good night,
25 everyone.

1 I, Jaclyn D. Kinsbursky, C.S.R. No. 13858 in
2 and for the State of California do hereby
3 certify:

4 That the foregoing proceedings were taken down
5 by me in shorthand at the time and place stated herein
6 and represent a true and accurate transcript of said
7 proceedings;

8 I further certify that I am not interested in
9 the event of the action.

10 Witness my hand this 26th day of August,
11 2022.

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21 *Jaclyn D. Kinsbursky*
22

23 JACLYN D. KINSBURSKY, C.S.R. No. 13858
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