



In the Matter Of:

Eastside Transit Corridor Phase 2

PUBLIC HEARING

July 30, 2022

Case No:

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Eastside Transit Corridor Phase 2
Public Hearing

Saturday, July 30, 2022

10:00 a.m. - 12:00 p.m.

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Reported by:

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MS. REYES: We do not approve of having the Metro run through Washington Boulevard, even if it's on top or bottom. My parents -- they're not here. They're out of town, but we all disapprove of that. It will make more traffic. It's not good. It's not safe.

These trucks -- sometimes, when they move to unload, to off-load, pick up, everything that they have to do, sometimes they go all the way across to the other side of the opposite direction, because they have to, like, you know, fix themselves so they can enter properly. So it's just going to be more traffic.

I mean, yes, it has three lanes running east and west; correct? But even if you take out one of the spaces and you leave two lanes, you're going to make it more congested because the 5 Freeway is nearby, and I work on 30 and Broadway at a school, so I drive all the way down

1 Washington. It's two lanes. It's traffic. So
2 when there's a bad accident on the 5 Freeway,
3 everybody takes the Washington exit, and then that
4 makes it even more congested.

5 One time there was an accident on the 5,
6 and just to get through Atlantic Boulevard to
7 Telegraph, it was 20 minutes.

8 So I could just imagine if that rail is
9 there and there's an accident nearby the 5 or
10 anywhere in the street, it's not going to be good
11 for us.

12 Plus, let's put it this way. We're
13 already breathing toxic from the trucks, so why add
14 more? My name is Eugenia, and I live on the south
15 side, so I live near Washington.

16
17 * * * * *

18
19 MR. CORONA: Let me introduce myself. My
20 name is Tito Corona, metro community relations
21 manager on the Eastside Phase 2 project. Thank you
22 all for joining us.

23 Before I move forward, I do want to make
24 one announcement in Spanish for our
25 Spanish-speaking audience.

1 (Speaking in Spanish.)

2 MR. CORONA: So, again, thank you for
3 joining us. This is the draft Environmental Impact
4 Report hearing where we will be taking official
5 comments on the draft Environmental Impact Report
6 for the Eastside Phase 2 Transit Corridor project.

7 This is a great opportunity for you to
8 provide comments. This is not the only way to
9 provide comments. If you know some folks that were
10 not able to join us, you can also provide comments
11 online. You can also provide it by calling our
12 phone line, or you can also provide the comments in
13 writing.

14 We have comment cards to my right and your
15 left as well as another way, if you're not
16 comfortable speaking in public. Those are the
17 options that you have here.

18 But you can also do that anytime
19 throughout the comment period through August 29th.
20 So you have plenty of time if you have more
21 comments that come to mind after today's meeting.

22 This is the second of three in-person
23 meetings. We might say four, but this is a -- we
24 had East L.A. last week. This morning we are here
25 in Montebello. We will have a virtual meeting

1 in -- online, but will also be able to view it at
2 the Pico Rivera council chambers if you would like
3 to have in-person viewing.

4 And then we will have our fourth and final
5 meeting in the city of Whittier. So once again,
6 thank you all for joining us.

7 And let me go over what we have here with
8 our agenda, but before we do that, I do want to
9 acknowledge some folks in the audience, some
10 elected staff that I see.

11 I recognize your eyes, Ben Feldman's eyes
12 from the office of Hilda Solis. Thank you, Ben,
13 for joining us.

14 And, again, thank you all for being here.
15 If there are any elected staff, please provide your
16 card or information, but, again, I do not recognize
17 additional staff at this moment, but I will come
18 back as well, if needed.

19 So as you noted, at the beginning when you
20 arrived, we were doing the open house. This was
21 the opportunity to go and speak with staff one on
22 one at any of the stations that we have here about
23 certain aspects of the project, also to get
24 questions answered. That's the opportunity to get
25 your questions answered if you seek immediate

1 responses.

2 When we do the hearing and we take your
3 comments today, we will not be responding in
4 person, but the responses will be in the following
5 environmental document. That's how the process
6 works under the California Environmental Quality
7 Act, also known as CEQA, how we do these hearings.

8 Additionally, we will be taking comments
9 and recording them with the assistance of the court
10 reporter that we have to my right again, your left.
11 So everything that is being said is being
12 documented as well.

13 You will have a minute and 30 seconds to
14 provide your comments. If you need additional
15 time, again, we will have comment cards, and we
16 will have additional opportunities after we close
17 the hearing.

18 So once we are -- now that we've finished
19 with the open house, we will have a project
20 overview, and that will be done by our project
21 manager, Jenny Cristales-Cevallos, who will be
22 doing that portion of the presentation.

23 Once Jenny is done, we will have Jaime
24 Guzman, who will be doing the draft environmental
25 highlights, and the technical information will be

1 provided there.

2 Once Jaime is done, we will come back.
3 I'll provide a brief update on where we are in the
4 process, and then we will begin the formal hearing,
5 and the formal hearing will be done and conducted
6 by our hearing officer, Genoveva Arellano, who is
7 over here to my right and your left as well.

8 And then after she has concluded the
9 hearing, I will come back and close the meeting.
10 And we will commence, again, with the open house to
11 have dialogue one on one with folks.

12 So with that, let me start by introducing
13 the project manager, Jenny Cristales-Cevallos, who
14 will take you through the next steps of the
15 process.

16 MS. CRISTALES-CEVALLOS: Good morning,
17 everyone. I want to take the opportunity real
18 quickly to introduce the teams that we have out
19 here so that if we were to move into the open house
20 again, you'll know who to go to if you have any
21 questions specifically about the project.

22 So I want to introduce the Metro team real
23 quick. You met Tito.

24 But we also have Dolores Roybal-Sotelo in
25 the back. She is our deputy executive officer.

1 And we also have, Eve Moir, who is our
2 deputy project manager.

3 And we have our technical teams and Sara
4 Schurtz, who is also from Metro.

5 And so we have AECOM, CDM Smith. They are
6 here to answer any questions as it relates to the
7 project or any impacts if you want a quick tutorial
8 on our environment document.

9 So you guys can raise your hands, those
10 who are on the environmental team. Great.

11 And then also we have Cordova at HMTV who
12 worked on the engineering aspects. So there are
13 specific design elements. If you'd like to
14 understand or have questions about, we have Melissa
15 Pena from Cordova, and then we have Shereene from
16 HMTV.

17 So once again, if we have an opportunity
18 to go back into the open house and you have those
19 specific questions, feel free.

20 And then also our great outreach team,
21 Arellano Associates, are also very well-versed on
22 the overall project and can help answer any of your
23 questions.

24 So I'm going to hopefully do this in a
25 brief format, but I want to thank everybody for

1 coming out. Definitely, this is a community
2 process and an involved process, so we look forward
3 to hearing your comments and questions during the
4 public hearing. And once again, those questions
5 and comments will be answered in the final
6 environmental document.

7 So this project is a voter-approved
8 measure and project, the Eastside Phase 2 and so
9 per the Measure M ordinance, we are looking to
10 receive funding for this project in 2009 [sic]
11 right where you see construction.

12 Now, there's still a lot of work that
13 still needs to happen prior to getting to that
14 year. We're right now in the environmental
15 document phase, which is -- we released a draft --
16 environmental document out for public review.

17 Then we'll go to the board for the board
18 to select a locally preferred alternative, and then
19 go into the final environment document, which will
20 anticipate final environmental clearance for this
21 project in 2023.

22 From there, the current design that we
23 have right now that's also included in the
24 environmental document is about 15 percent design.
25 So there's still a lot more design to happen before

1 we get to that 2029 date for construction. But
2 ultimately, the board needs to approve the project.

3 This project is a high-priority project
4 for our board. Essentially, there's a list of 2028
5 projects for the Olympics. In particular, Eastside
6 Phase 2 is one of the three rail projects that's a
7 priority. So the board could advance this project
8 so that it could be opened by 2028.

9 So the project alternatives -- these are
10 the project alternatives being studied in the
11 environmental document, including the no project.

12 So the project -- currently, Alternative 1
13 is the Washington full-proposed project, which is
14 approximately 9 miles to the city of Whittier.

15 And so what the project entails is at
16 Atlantic and Pomona, we would relocate that station
17 to be an underground station, and we have design
18 options for that, either covered or open, meaning
19 one that would be fully covered and then there --
20 an example of an open station is Memorial Park in
21 Pasadena.

22 From there, the project travels
23 underground to Atlantic and Whittier, to also the
24 Citadel and Commerce.

25 From there we go into an aerial

1 configuration. What that means is that essentially
2 the project would be -- the train would be on a --
3 up in the air with columns, essentially. And that
4 would continue into the city of Montebello in an
5 aerial configuration along with the Greenwood
6 station.

7 From there, it would proceed at grade to
8 the city of Whittier with three stations, which is
9 the Rosemead, Norwalk, and Lambert station.

10 There are design options, as mentioned.
11 Atlantic and Pomona, we're looking at a station
12 design option.

13 And then also we're looking at design
14 options in the city of Montebello. We will still
15 maintain coming out of Commerce into an aerial
16 configuration. It would go at grade a little
17 sooner, meaning street level, and including
18 Greenwood station would be at street level as well.

19 So that's a design option that's being
20 studied in the environmental document, and as we
21 select the locally preferred alternative, we'll
22 look to see what that determination means and what
23 we hear from the community as well.

24 The other two alternatives is the IOS to
25 Commerce, which is 3.2 miles. Essentially, it

1 follows the same route, but would terminate there
2 at Commerce and Citadel and also access to the
3 Maintenance Storage Facility site, which I'll talk
4 about in the next slide.

5 Alternative 3 is IOS to Greenwood. Again,
6 that's approximately 4.6 miles to -- from the
7 existing terminus at Atlantic and Pomona to
8 Greenwood. And once again, this is still
9 considering the design options and also Maintenance
10 Storage Facility site.

11 Jaime will talk a little bit more about
12 how the -- what alternatives are being studied as
13 well, so he'll provide a little bit more detail on
14 that.

15 So the Maintenance Storage Facility site
16 options -- these are site options that are being
17 considered in the environmental document as part of
18 a light-rail extension project. We have to
19 identify Maintenance Storage Facility sites.

20 In this case, what we've identified are
21 sites that are industrial, where the Maintenance
22 Storage Facility site could blend in.

23 The one that's being considered is one in
24 Commerce, which -- this can store up to about
25 100 light-rail vehicles. Again, that's between a

1 DB, saber, fleet, and we would also have lead
2 tracks, meaning tracks that would guide the train
3 into the Maintenance Storage Facility site.

4 The second option that's being considered
5 is the Montebello Maintenance Storage Facility
6 site, and that also is within industrial areas, and
7 that's between Yates and, I believe -- and Vail.

8 And so this is approximately about
9 30 acres and would store about 120 light-rail
10 vehicles.

11 So once again, these are options that are
12 being studied. One or the other would be selected,
13 not both. So one would move forward into the final
14 environmental document as well.

15 So this -- June 30th, we released the
16 Environmental Impact Report; basically, the draft
17 EIR, and that is in compliance with the California
18 environmentally -- Environmental Quality Act.

19 So as I move forward, this is the state
20 law that we call CEQA, and essentially, the project
21 has been analyzed using CEQA law and the CEQA
22 thresholds.

23 So what it evaluates is long-term and
24 short-term impacts. So we look at construction
25 impacts, which are temporary impacts. And then we

1 look at operational impacts, which would be the
2 long-term. And then cumulative impacts. We have
3 to get an understanding of all the different
4 projects that are also out there so that we can
5 evaluate that and look at the nearby project
6 impacts as well.

7 So through the document, you'll see that
8 we have to create what is a baseline to evaluate
9 and do the analysis, and what we're doing is
10 looking at what exists today.

11 And so we use 2019 to ensure that we have
12 something that is more of a typical day versus what
13 the pandemic brought forward. So we're using 2019.

14 Another key thing that we reanalyzed in
15 the draft environmental document, once again, is
16 our grade-crossing policy analysis. And I've been
17 asked many questions in terms of why does a project
18 go either at grade or underground or aerial?

19 So we conduct a grade-crossing policy
20 analysis across all of our projects to apply this
21 equally, and that is for us to get an understanding
22 of whether the project could go at grade or if it
23 needs to be grade separated.

24 So that analysis was redone once again for
25 this draft environmental document.

1 Also, other items considered, which -- I
2 see a lot of familiar faces here that were also
3 involved in the scoping. We did scoping, and we've
4 held community meetings from here from 2019, when
5 we reinitiated the environmental document, and
6 those are also being considered as well.

7 Key things that we also include are best
8 management practices. Metro has been building
9 projects for quite some time, and we want to ensure
10 that we're taking those lessons learned. And also
11 feasible mitigation measures.

12 So just to provide a quick overview on the
13 document itself, we know that it's a very dense,
14 very voluminous document, but we want to ensure
15 that through these meetings, these public hearings,
16 you'll know where to go to find some of this
17 information.

18 So our document -- again, it's very
19 lengthy, but it has quite a bit of information
20 where you can go to look for specific items that
21 you're most interested in. So hopefully this slide
22 helps you with that.

23 So we have an executive summary, which
24 basically summarizes the document itself, project
25 description, which defines all the specific

1 elements.

2 And then the key chapter is Chapter 3, the
3 Environmental Evaluation. This is where you'll see
4 all the topics. So if you have a specific interest
5 in transportation, you can go to the Transportation
6 Section, 3.14, and go through that.

7 Also, if you have a specific concern about
8 air quality or noise, in Chapter 3, that's where
9 you will find the sections where you would want to
10 look for information related to the impacts of the
11 project.

12 We also do other CEQA considerations and a
13 comparison of alternatives for those that have a
14 real interest in understanding the various
15 alternatives, such as the difference between
16 Alternative 1, 2, and 3.

17 Also, the no project and why we did not
18 study the transportation management systems
19 alternative. That information is covered in
20 Chapter 5.

21 And also the public outreach -- we have an
22 extensive chapter there.

23 One of the other key things that's also
24 attached to this is our advanced conceptual
25 engineering drawings. That's where you can get to

1 know the project a little further in terms of
2 design.

3 So we want to break down a little further
4 the section within Chapter 3, and that's because,
5 once again, the information is pretty dense, but,
6 again, we're hoping that these slides will help get
7 a better understanding.

8 So this is an example of the
9 Transportation and Traffic section, and what we
10 include there is a regulatory framework. We
11 identify specifically either the state laws or
12 local ordinances. We basically look at every
13 aspect in terms of regulatory framework that we
14 have to comply with.

15 Then we have our Methodology section,
16 which is how we looked at the data, how we analyze
17 it, how we're going to analyze it, and how the
18 impacts are identified.

19 Then the Thresholds of Significance,
20 that's the important piece. That's where CEQA, the
21 California state law, breaks down exactly each
22 topic and what are -- does this project impact this
23 resource?

24 And so that's where we need to do the
25 analysis and plug that in. And that information is

1 clearly listed in our environmental document.

2 And then the Existing Setting really
3 speaks to what the local environment looks like in
4 2019. And then, again, if you're highly interested
5 in the impact evaluation, that's in that section
6 there where we do the analysis and make the
7 determination of those impacts.

8 After we've done the impact evaluation,
9 then we move on to project measures and mitigation
10 measures. So these are applicable measures and
11 mitigations needed for the project, should we
12 need -- should we have to mitigate certain impacts.

13 And then significance after mitigation.
14 So, again, those are determinations that are pretty
15 important.

16 Another piece that we added to the
17 environmental document is a quick summary table
18 that lists out the -- on the left columns here on
19 the side, that lists out the CEQA thresholds, those
20 elements that we base our evaluation on.

21 And then we have the rows, which shows all
22 the different alternatives with the different
23 design options. And that will let you know of
24 whether some of these have impacts or not.

25 So this is a really great resource that's

1 included in every section that will give you an
2 idea of which have impacts, which ones don't, which
3 ones need mitigation measures, if you want to look
4 at specific items.

5 So you've heard me mention project
6 regulations, project measures, and mitigation
7 measures, and so as we look at project regulation
8 standards, this is something that the project must
9 comply with, which is either our Metro rail design
10 criteria -- we also have the California Public
11 Utilities Commission, who looks at all of our grade
12 crossings to ensure safety.

13 But also, our MRDC also does the same
14 thing.

15 And then Caltrans -- we also coordinate
16 with Caltrans and the Army Corps of Engineers. So
17 there's a lot of regulation, a lot of design and
18 guidelines that we look at to ensure safety for the
19 project and overall, again, try to minimize the
20 amount of impacts to the communities.

21 And then a mitigation measure, what that
22 means is essentially a measure or something that we
23 can do to prevent, reduce, or, again, try to
24 overall minimize that impact or the environmental
25 effect that the project may have.

1 So some of these, you'll see mitigation
2 measures, and Jaime will talk a little bit more
3 about those, because we're going to share some of
4 those areas where we saw significant unavoidable
5 impacts.

6 So going back to the summary table -- and
7 this is, I think, a good way to understand exactly
8 where are the significant and unavoidable impacts.
9 But overall, it lists out all the impacts related
10 to the project.

11 Now, what you see here is very typical of
12 a light-rail project of this size, where we will
13 identify impacts. But once again, we will have
14 less than significant -- or less than significant
15 with a mitigation measure.

16 But to pay really close attention, where
17 we have significant unavoidable are in the cultural
18 resources. And Jaime will talk a little bit more
19 about that.

20 But as you can see here, the alternative
21 that is -- alternatives that are affected by the
22 cultural resources with significant unavoidable are
23 those that include the Commerce MSF option, because
24 that's where we've seen some cultural resource
25 impacts. But Jaime will talk a little bit more in

1 detail.

2 Then also we have significant unavoidable,
3 and this is typical when we're going to use a
4 tunnel-boring machine. Essentially, it's that big
5 drill that's going to drill our tunnels through the
6 segment of the three miles where we go from
7 Atlantic, Pomona, to Citadel.

8 And essentially, the tunnel-boring
9 machine, that's exactly what it does, is that it
10 starts to drill through the soil, which makes it a
11 little difficult for us to monitor any resources
12 that are underground and we'd be able to stop the
13 machine and look at that.

14 So that is, essentially, why we have a
15 significant unavoidable impact there. But for the
16 most part, as you can see, the majority is less
17 than significant at this point.

18 But this is a good table, again, another
19 good resource for you. This is included in the
20 executive summary to take a look at, so please be
21 sure that you have an opportunity to go through the
22 executive summary.

23 And so with that, I am going to turn it
24 over to Jaime, because Jaime will go over, again,
25 some of these significant unavoidable impacts, but

1 then also, he's going to speak to some of the
2 topics that we heard during the community meetings
3 that we hope we can address and if not, take a look
4 at your comments through the final environmental
5 document. Thank you.

6 MR. GUZMAN: Thank you, Jenny. I thank
7 everybody, again, for coming out this morning.

8 As Jenny mentioned, we have looked at the
9 various topics that we're required to look at by
10 law under the California Environmental Quality Act.
11 These are the topics that are evaluated here.

12 And what I wanted to talk with you about
13 is some of the impacts that we found to be either
14 significant and unavoidable, even after mitigation
15 has been attempted, or other impacts that, as Jenny
16 mentioned, we have heard the community talk to us
17 about.

18 So the first one that I'm going to talk
19 about a little bit more in detail is the cultural
20 resources.

21 Cultural Resources is located in
22 Section 3.4 of our document, and if you had any
23 interest in understanding how we came about to this
24 conclusion in more detail, that's where you would
25 find this information.

1 Now, what -- the resource that we're
2 looking at, what is the impact? Well, there is a
3 potential historic district that is part of the
4 City of Commerce. It's an industrial historic
5 district, and the -- it is not an existing one, so
6 meaning that it hasn't been evaluated before, but
7 construction of the maintenance facility in the
8 city -- in this area of the City of Commerce, would
9 require acquisition of various properties that may
10 not necessarily individually be significant, but
11 they contribute to the overall historic aspect of
12 this area.

13 And what we looked at is, well, how --
14 which alternative impacts this, and what kind of
15 mitigation there could be to minimize this, if
16 possible.

17 So in terms of the alternative, all three
18 alternatives would impact this resource if the
19 Commerce yard is selected. As we mentioned,
20 there's two options for the maintenance facility
21 yard, one in Commerce and one in Montebello, and
22 the one in Montebello, we bypass this area so there
23 would be no impact to cultural resources.

24 What we can do in terms of what's legally
25 required typically of a situation like this is that

1 you can document the resource. You can put signs
2 or a plaque or some kind of marker that this --
3 that this district existed, if you do choose to do
4 this yard. But because you're still losing the
5 resource, it's still an impact no matter what.

6 So that's the conclusion, that it would be
7 a significant unavoidable impact if the Commerce
8 yard is selected.

9 So the way that I've broken this down and
10 presented it to you now is what we do for every
11 single resource, for every single element of the
12 project, and for all the different alternatives.

13 Another topic that we looked at was the
14 impacts to the river crossings. This would be the
15 river crossing over Rio Hondo and also on the
16 San Gabriel river.

17 The current engineering on this plan is to
18 replace both bridges. And so the construction of
19 the new bridge and the footings for that have the
20 potential to affect the hydrology of the river, and
21 Hydrology is found in Section 3.9 of the document.

22 What we looked at is what can we do --
23 well, which alternatives would affect it? And in
24 this particular case, it would be just
25 Alternative 1, since that's the one that crosses

1 both rivers.

2 What can we do to reduce this? There are
3 some best practices, management practices that are
4 available, just as a general construction, but we
5 do have mitigation here that we looked at.

6 We have mitigation for hydrology,
7 basically, to make sure that the flow of the river
8 is maintained whenever there is water that's
9 flowing through it and to try to minimize the
10 amount of construction that is done during that
11 time.

12 In addition to that, we have some
13 hazardous materials mitigations because we want to
14 make sure that whatever's being done, in terms of
15 either too much soil being released, which
16 increases the sedimentation or how much dirt there
17 is in the water, doesn't affect the flow.

18 And then also in case of any chemicals
19 that are used for construction, that are typical
20 for construction, that are stored correctly, and
21 also there is ways to minimize how much get into
22 the river.

23 In addition to that, we also looked at --
24 one of the things that people have asked us a lot
25 in meetings is: How is this going to be built?

1 Are you going to be closing down the bridges
2 completely during construction? And are you going
3 to be demolishing both of them at the same time?

4 The engineering on that is still being
5 worked on, and obviously there's going to be -- at
6 the end -- before this ever gets constructed, there
7 are going to be traffic management plans in place,
8 and we do have that mitigation in our document.

9 But essentially the plan is to only close
10 one side of the bridge and build it in sections so
11 that access on Washington is always maintained.
12 That does reduce the amount of lanes on the
13 bridges, but that will still keep the access there,
14 and they will not likely be constructed at the same
15 time.

16 Another big topic that we get a lot of
17 questions about is noise, and in particular, you
18 know, what is the noise going to be mitigated
19 during construction, and also how the noise levels
20 are going to be during operations.

21 We've done the analysis based on the
22 standard noise models and also the noise thresholds
23 for what is considered severe and moderate impacts.

24 According to the data that we used from
25 existing conditions that we compared these

1 thresholds to, generally we find that there would
2 be less than significant impacts.

3 However, there are some parts of the
4 alignment where the train will pass in front of
5 residential uses, and so we looked at those to see
6 if there could be potential, you know, impacts
7 there, to those residences, or, you know, other
8 sensitive areas, as well as schools and other uses
9 like that.

10 And generally, we found that based on the
11 existing noise level, it would be less than
12 significant. However, there are portions of a --
13 of the track work, particularly right before and
14 after stations, where what are called crossovers
15 are installed, which is the brakes between tracks
16 to go from the one set of tracks to the other. And
17 those gaps tend to produce a little bit of noise
18 and vibration that are above some of those
19 thresholds.

20 So what we've done -- and this applies to
21 all alternatives, but in particular, Alternative 1
22 is where it's going to be in front of some of these
23 residences.

24 What we've done as part of our process is
25 to try to locate those as far away from the

1 residences as possible. Where that wasn't possible
2 due to engineering constraints, there are some
3 mitigations that we've asked to be part of the
4 project, and that includes to use some cushioning
5 underneath those areas so that there's a reduction
6 in the vibration and the sound that's produced
7 there, as well as some of the track materials, to
8 minimize that noise level from those gaps.

9 Another very frequently asked question
10 about the project is related to traffic and the
11 access for emergency services, in particular, fire,
12 police, especially during the construction, where a
13 lot of streets might be detoured or where they may
14 be down to a couple of lanes.

15 Now, one of the things that -- and this is
16 for all alternatives and really for any
17 construction that happens -- the mitigation
18 measures that we're looking at are similar to the
19 ones proposed for traffic during construction, and
20 that is that we expect that there will be detour
21 routes.

22 We're hoping that there won't be any
23 long-term closures, but before any of that happens,
24 Metro needs to provide a traffic management plan.
25 That traffic management plan is run by the cities,

1 the individual jurisdictions. It's run by the
2 emergency services, as well as stakeholders, so
3 people that live in the area. They have a say into
4 when things happen, how the detours are done. And
5 that is hopefully enough to try to mitigate some of
6 the impacts that could be affected.

7 But certainly with emergency response
8 areas -- and this is a -- this graphic is something
9 that is a detour route around Crenshaw -- a lot of
10 this information is -- has to be approved by fire
11 and police departments. So they will do that in
12 order to maintain the level of service and the
13 response times.

14 Obviously a lot of people are concerned
15 about the traffic. As I mentioned, we evaluated
16 traffic for construction and operations. Some of
17 the traffic -- most of -- the majority of the
18 traffic impacts would be during construction
19 because of the detour routes.

20 And as I mentioned, we have the traffic
21 management plans that we try to utilize to minimize
22 this that include public input, certainly input
23 from the police and fire and obviously the
24 individual councils and the planning departments
25 that are involved in -- during the construction and

1 during operations.

2 One of the key features of the
3 Environmental Impact Report that we have is that
4 the California Environmental Quality Act requires
5 Metro to select the environmentally superior
6 alternative that is not the no-project alternative.

7 As we mentioned before, we are evaluating
8 the three build alternatives, which are the entire
9 alignment all the way to Whittier, the shortened
10 one that goes to Commerce, and then the one that
11 goes to Greenwood here in Montebello.

12 As Jenny mentioned, we are not evaluating
13 the TSM alternative. The reason for that is
14 explained in our Chapter 5, which is the
15 alternatives comparison. We also have an appendix
16 that talks about the history of the alternatives,
17 and that's explained there as well.

18 But in essence, when the board decided in
19 2020 to move the SR60 and the combined alternatives
20 from further evaluation, they also decided to
21 discontinue the federal process, which is under the
22 National Environmental Policy Act.

23 The TSM alternative that was evaluated in
24 the 2014 document was done so for federal
25 requirement. It is not a state requirement to be

1 considered. So once the federal NEPA process was
2 removed from further evaluation, that was no longer
3 required to be evaluated.

4 So, again, the environmentally superior
5 alternative -- it looks at the three build
6 alternatives that we have in question.

7 What that is is it looks at all of the
8 impacts that have -- that occur for each
9 alternative, all the old mitigation measures, and
10 then weighs them against each other. It
11 automatically already assumes that all of these
12 alternatives are going to meet the project
13 objectives, and typically they do if they are being
14 evaluated as a complete alternative like we have in
15 this document.

16 However, the environmentally superior
17 alternative that was selected in this document,
18 which is Alternative 3, which is the one that goes
19 to Montebello, the shortened version that stops at
20 Greenwood -- that does not mean that that is what
21 is going to be selected as the locally preferred
22 alternative, meaning that that's not the same term.

23 The locally preferred alternative is
24 something that the Metro board is going to be
25 deciding next based on the evaluation of the

1 document, but they also take into consideration
2 other aspects, such as all the comments that we
3 receive on the document and all the public comments
4 that we receive during this period, as well as any
5 description of the project benefits and other
6 aspects that the board is looking for.

7 And so while it might be the same one, you
8 know, for those concerned that it may not -- that
9 it's not the full alignment, that still is up on --
10 that's still on the table for the locally preferred
11 alternative. This is just a requirement that only
12 looks at relative impacts and mitigation.

13 Before we turn it over to the public
14 hearing, I just wanted to touch base a little bit
15 about what we're hoping to get from you in terms of
16 your comments, and also give you some tips on some
17 of the things that I think are very important to
18 have comments on or provide us input in, whether
19 it's today or further down the line.

20 You know, what we look for, ideally,
21 obviously, and what we're here for is the
22 environmental document, so we would like, if you
23 have any specific comments on the document, to be
24 as specific as possible.

25 If you haven't had a chance to look at it

1 yet, once you do, we would love to get additional
2 comments, and we have here the ways that you can
3 provide those comments.

4 Also understand that every aspect of
5 what's in the document is something you can comment
6 on, and that includes the mitigation measures that
7 are being proposed.

8 A lot of times when we -- we don't get
9 comments on mitigation measures, and I would say
10 that for a lot of communities, that is the one
11 place where they could actually have a meaningful
12 impact on the document and how the project is
13 constructed.

14 So I would really look -- you know,
15 encourage you to look at the mitigation measures at
16 your leisure. And once you have some comments on
17 that, please provide that, because I think it's an
18 important aspect of what we're trying to do with
19 your community here.

20 Once you provide the comments, we will be
21 having this -- this period ends on August 29th.
22 You will get the comments. We will respond to
23 them. They will be -- each comment will be
24 responded to individually, and the comments -- the
25 responses of that will be placed in the final

1 document, which will also be available for review
2 before the board takes any action on it.

3 So there's still a lot of opportunities to
4 make an impact on the project. I encourage you to
5 read the document. I know it's very lengthy. It
6 took a while to write it, too. But we have a lot
7 of information in there, and we'd love to help you
8 navigate it, to our staff that's here, after we're
9 done with the public hearing. And anytime that you
10 have any comments on it, please let Metro know, and
11 we can hopefully help each other out in trying to
12 navigate the document.

13 With that, I'll turn it over to you.
14 Thank you very much.

15 MR. CORONA: Thank you, Jaime.

16 So pretty much what's next after the
17 meeting, Jaime gave a little bit of update on
18 what's coming up next. As he said, we're going to
19 review the submitted comments and incorporate them
20 into the public record, and responses will be in
21 writing on the final Environmental Impact Report
22 that will be produced, and will be also available
23 for review once it is completed.

24 So just like today, we have the draft
25 Environmental Impact Report for review and comment.

1 When we come back -- conclude that part, we will
2 have the final environmental document for you to
3 review, and then we will take it to the Metro
4 board, and that will be where it will be heard and
5 voted on by the Metro board.

6 But what is next immediately is to take
7 the locally preferred alternative selection to the
8 Metro board later this year. And, again, that is
9 not going to be the environmental record that we're
10 discussing tonight, but more this is just what is
11 the locally preferred alternative for this project,
12 as how it will be running through the area.

13 And then after that, as I said earlier, we
14 will release the final Environmental Impact Report
15 for review, and then it will go to the Metro board,
16 and that will be where it will be decided upon. So
17 those are pretty much the next steps.

18 But right now what we're doing is taking
19 comments from you, and we will be taking comments
20 from you both at the hearing here, and we will be
21 having in person.

22 You can also submit your comments in
23 writing. You can mail it to Jenny
24 Cristales-Cevallos, the project manager, and
25 there's a mailing address right there. You can

1 also go online to our electronic public comment
2 forum, which is metro.net/Eastside comments.

3 You can also call the project hotline, and
4 if you prefer to do that verbally not today, you
5 can call (213)922-3012. Bilingual staff will be
6 receiving those e-mails, so if you prefer to leave
7 your comments there in English or in Spanish, you
8 can do it there as well.

9 And we will be having our public comments
10 today for this presentation.

11 As I stated earlier in the presentation --
12 again, some of you may not have heard that or
13 caught that, this is number two out of four
14 hearings that we are having. Three of them are in
15 person, this is the second in-person one.

16 Last week we were here in East L.A. Today
17 we are in Montebello. And then it will be online
18 for meeting number 3 on August 11th. And that will
19 also be viewed in person, if you would like to do
20 it in person, just like you're doing so here, at
21 the Pico Rivera council chambers. So where they
22 are having council meetings in Pico Rivera, you can
23 go there and view it as well, and that will be on
24 Thursday, August 11th, from 6:00 to 8:00 p.m.

25 And then the final meeting, which will be

1 in person, will be in Whittier on Wednesday,
2 August 17th, from 6:00 to 8:00 p.m.

3 That will be the last time to do it in a
4 hearing setting. That doesn't mean that that's the
5 last of it. You have until August 29th to provide
6 the comments.

7 Now, I must emphasize that the comments
8 you've provided either here at the hearing or in
9 writing, or if you call, they're all going to be
10 weighed the same. They have the same meaning. So
11 it's just a matter of how you feel comfortable and
12 how you would like to provide your comments for
13 this project. So I want to emphasize that part.

14 Again, if you would like to provide
15 comments or speak today, make sure you submitted a
16 speaker card and fill it out and hand it to one of
17 our staff here, or just raise your hand with it,
18 and we will pick it up from you.

19 And as you are writing your comment -- or
20 your name right now, I'm going to go on to the next
21 phase of where we are, and we are going to get
22 close -- we are pretty much going to start the
23 hearing. It is 11:05 on Saturday, July 30th, and
24 we will begin with the hearing.

25 And I'm going to introduce Genoveva

1 Arellano, who will be our hearing officer who will
2 take you to the next steps. And as I do that, I
3 will hand this microphone over to Edna so we can
4 line up for your comments.

5 MS. ARELLANO: Good morning, everyone.
6 That was a lot of information, very important for
7 us to all understand the information that is being
8 provided and where we are in the process.

9 It's my pleasure today to serve as your
10 public hearing officer on behalf of Metro. My name
11 is Genoveva Arellano. I'm a member of the outreach
12 team working with Metro on this very important
13 project.

14 I'd like to welcome all of you here today,
15 and thank you for your participation at today's
16 public hearing. It's my pleasure to serve as your
17 public hearing officer. My role is to formally
18 receive your comments and ensure that they are
19 included as part of our record.

20 Before we get started with the public
21 comment period during this hearing, a few
22 additional reminders about this process. It's very
23 important.

24 First, we are conducting this public
25 hearing to receive your comments specifically on

1 the environmental analysis, alternatives, impacts,
2 and mitigation measures presented in the draft
3 Environmental Impact Report for this project. It's
4 very specifically on that document.

5 Your input is very important to us and
6 will help us continue developing the Metro Eastside
7 Transit Corridor Phase 2 project. Your comments
8 will become part of the official record of the
9 Eastside Transit Corridor Phase 2 draft
10 Environmental Impact Report.

11 As both Tito, Jenny, and the team have
12 mentioned, your comments may also be submitted by
13 mail, the online comment form, or on the help line,
14 as you see on the screen.

15 I want to emphasize that the team or I --
16 we will not be responding to any comments during
17 this comment period here today as part of the
18 formal record. It's a formal environmental
19 process, and specifically it's done this way so
20 that the team has an opportunity to read and
21 understand your comment and respond to it
22 thoroughly as part of the final Environmental
23 Impact Report.

24 As we mentioned, this is a draft document.
25 We will get to the final later. As part of that

1 document, that's where your comments will be
2 responded to thoroughly.

3 Responses to your comments will be
4 provided in that final document. Please visit the
5 website for more information about the process or
6 the project, and you see that here.

7 Now, to get started on the comment period
8 this morning, a few reminders: We will continue to
9 show this slide on the screen as a reminder of how
10 you can provide your comment to us today, or
11 anytime until Monday, August 29th.

12 Please point that out in your calendar.
13 Share that with neighbors and friends. We welcome
14 your comments anytime in any method until Monday,
15 October -- excuse me -- Monday, August 29th. That
16 is a final cutoff date for the 60-day comment
17 period.

18 It needs to happen very specifically that
19 way so that the team then can move forward with
20 responding to comments. So it's important that you
21 do so by then.

22 You can submit your oral comments today by
23 completing the speaker card. A few of you have
24 already filled out the speaker card. Please use
25 this so that we can call on you in order, which is

1 what I'll be doing in just a moment.

2 You will have 90 seconds to say -- state
3 your verbal comment and no longer. We are here
4 today until 12:00 noon to provide plenty of
5 opportunity for anyone else to provide verbal
6 comment, or you can also do it directly with the
7 court reporter, who is here today until 12:00 noon.

8 The remainder of the day we would like to
9 use -- if we have no further comments from anyone,
10 is to resume the open house where you can actually
11 talk to staff directly, if you have any questions
12 or other concerns.

13 Just as a reminder, your conversations
14 with staff are not part of the formal record. If
15 you would like to submit a formal comment, you need
16 to do so today verbally or through our court
17 reporter or in a comment form.

18 This is the comment form in writing
19 (indicating). Each of you received one when you
20 came in. So this is the alternative way if you are
21 not interested in speaking verbally for you to
22 provide your comment to us today.

23 You may also provide oral comments
24 directly to the court reporter, as I mentioned,
25 again, until 12:00 noon.

1 We also have a Spanish interpreter who
2 will provide translation of the comments during
3 this hearing and provide any personal assistance in
4 submitting an oral comment.

5 Again, we are here to listen to your
6 comments, but we will not be responding to them
7 directly. Again, oral comments will be limited to
8 90 seconds, and we will have a timer on the screen
9 and a little alarm that will go off to make sure
10 that we all can know that the time has expired.

11 We request that you please be respectful
12 to us and to each other during this hearing and
13 especially during your verbal comment.

14 I will call on the first three speakers to
15 give you some time to gather your thoughts. And
16 after every speaker, I will call on the next one to
17 make sure that you're ready. This will ensure that
18 we go through the speakers in order and to give you
19 enough time to go forward.

20 I will be announcing -- actually, when you
21 come forward, please state yourself, your first
22 name and your last name and your zip code so we can
23 identify you, and also share with us if you
24 represent any organization. That would be helpful.

25 With that, I think we're ready to begin

1 receiving formal comments. For your information, I
2 have received three comments so far. Again, if
3 anyone has not submitted a speaker card, please do
4 so. Our staff will come around to pick those up.

5 Great. We have a few more.

6 The first three speakers, in this order,
7 are Jesse Garcia, Edmond Veloz, and Esther Selis.

8 So if I can ask Jesse Garcia to be the
9 first one up. Edna will be handing you the
10 microphone. And if you can, again, state your name
11 and your organization, if you have one, and we
12 welcome you to give us your public comment.

13 Thank you, Jesse.

14 MR. GARCIA: Thank you. My name's Jesse
15 Garcia. I live at 90640 zip code.

16 So presently you have a \$3 billion
17 project. It is 9.4 miles, more or less, so I run
18 to the office of 10 miles. That's about
19 \$300 million per mile that will be spent.

20 Now, the cost of ridership is \$1.75. Max
21 occupancy is at 405 passengers, which will never
22 happen. So I rounded this to 250. That's 125
23 passengers per train. That's roughly about
24 \$1,304.50 every hour.

25 It says it's going to run for 24/7. It's

1 not going to happen, so I rounded that to ten
2 hours. That's roughly \$13,125 per day. In a
3 30-day time frame, that's \$393,750. In one year,
4 that's 4,000,750.

5 In order to pay back the principal of
6 \$3 billion, that's 52 years; okay?

7 And, again, this is at the 10,000-foot
8 level. I didn't put in any other variables. With
9 something of the scope of this size, the nature and
10 scope, it's a lot.

11 So basically, if I were to present this to
12 my manager, he would throw me out of his office.
13 And I am a product manager, a program manager in my
14 past life.

15 So in order for this to be paid off in
16 five years -- every company wants their principal
17 to be paid back in five years, ridership would have
18 to increase to \$14 per head.

19 Now, the reason we can do this, it's
20 public money. It is all public money.

21 MS. ARELLANO: Jesse, thank you for your
22 comment.

23 Next, we have Edmond Veloz. Following
24 Edmond, Esther Selis. Following Esther, Sandra,
25 who is a resident. So hopefully, Sandra, you can

1 tell us when you come on up.

2 Edmond, go right ahead.

3 MR. VELOZ: Okay. I'm going to read
4 something to you.

5 My name is Edmond Veloz. I live in 90640,
6 Montebello. I'm going to read something to you
7 directly. These are Jenny Cristales-Cevallos's own
8 words from the Whittier meeting last -- in 2019.
9 It says here:

10 "So all these elements need to go
11 through the public review process and
12 the elemental process down to when we
13 identify the locally preferred
14 alternative. So this is currently the
15 purpose and need of the project.

16 "Again, we are soliciting input
17 to ensure this purpose meets the --
18 meets the community's needs and
19 concerns."

20 We are local here. These are the locally
21 preferred alternatives. TSM, electric buses.
22 That's what we want. There's 1,235 -- 1,250 names
23 here, and we have over 1,600 now.

24 This is the locally preferred alternative.
25 This is what we want, not what they want. This is

1 all they want. We've never been involved in the
2 project, whether you know it or not.

3 The Montebello city council has this, and
4 so does the Metro have this, yet they don't want to
5 acknowledge any of this.

6 Folks, you're being -- you're being --
7 you're being robbed today, and they're filling you
8 with 20 years full of cow manure today to tell you,
9 oh, you matter.

10 You don't matter. Not one bit. Thank
11 you.

12 MS. ARELLANO: Edmond, thank you for your
13 comments. And if there's anything in writing that
14 you would like to leave with us for additional
15 comments, you are all welcome to do so with your
16 comments.

17 Next, we have Esther Selis. Following
18 Esther, Sandra. And following Sandra, Jorge
19 Martinez.

20 MS. SOLIS: Hello. My name is Esther
21 Solis. I live in Pico Rivera. I am very glad to
22 be here for this presentation. But they haven't
23 even mentioned Pico Rivera.

24 We are over 65,000 residents. On the map
25 top side, you see the stations. You see all the

1 way coming down from East L.A. and Commerce. They
2 go all the way over to Washington and Whittier by
3 the PIH hospital. They don't show you the part of
4 Pico Rivera.

5 Pico Rivera starts on Rosemead, which is
6 very important with all our commercial industries
7 there. We have all our shopping centers. They
8 would be affected. They were affected all through
9 COVID and lost so much money. Now they're going to
10 be affected by having all the construction on that
11 street. They're not going to allow the trucks to
12 come through.

13 We have many trucks, Commerce, going
14 through. Where are those trucks going to go?
15 They're going to go on Slauson, which is going to
16 impact Slauson. We have Parsons and Washington
17 over there by Rancho High School and Rivera Middle
18 School that has over 45,000 children crossing both
19 ways.

20 The safety of our children is in jeopardy.
21 They're telling me they: Oh, they can stop
22 quickly.

23 They cannot stop quickly. When you stand
24 there and look at them, you've got 100 to 200 kids
25 crossing both ways. It's a safety issue.

1 And we have homes, homes from Rosemead all
2 the way down to the 65 Freeway. The homes are
3 there. How are you going to affect them with the
4 staging sections? Where are they going to be? How
5 is our community going to be taken care of? It's
6 65,000 residents and we had to fight for the
7 in-house meeting in the city council.

8 MS. ARELLANO: Esther, thank you very much
9 for your comment.

10 Next, we have Sandra. Following Sandra,
11 we have Jorge Martinez. After Jorge will be Marina
12 Martinez.

13 Sandra, please go ahead.

14 MS. SANDOVAL: Hi. My name is Sandra. My
15 zip code is 90022. I'm from --

16 MS. ARELLANO: Excuse me. Can you repeat
17 your last name?

18 MS. SANDOVAL: Sandra Sandoval. East L.A.

19 My comment is that -- well, I have a
20 question. You mentioned the rail yard. Could you
21 please tell me where that rail yard is? Is it the
22 old train station?

23 You probably can't answer my question, but
24 I would hate to have those old historic trains torn
25 down. So if you're going to build a yard at the

1 old train station, I'd like to know where it's at.
2 Is it in the City of Commerce, and which rail
3 station is it? Because I don't think you need to
4 be tearing down our old historic buildings.

5 And my only comment is you need to build
6 subways. I'm just against light rail. The red
7 cars, yellow cars, they've been gone for more than
8 50 years. You know, we've adjusted to cars.
9 They've built freeways, so everybody's used to the
10 cars. People are not going to stop buying cars.

11 So you if you want to build rail, you need
12 to be underground. So I am for subway. If we need
13 to wait 50 years -- because we already did -- wait
14 another 100 years, then go ahead. We may never see
15 another subway all the way to Orange County, but we
16 need subways.

17 So I am all for the subways. Please do
18 not be creating more traffic, because I rode the
19 Eastside Gold Line every day for work and it was
20 empty. I was the only person -- maybe two people
21 on the entire train going to Pasadena alone at
22 6:00 o'clock in the morning. No one else was on
23 the train other than me and one other person on the
24 Pasadena Gold Line. Thank you.

25 MS. ARELLANO: Thank you, Sandra.

1 Next, we have Jorge Martinez. Following
2 Jorge, Maria Martinez. And then Mike Martinez.

3 Jorge?

4 MR. JORGE MARTINEZ: Hello. My name is
5 Jorge Martinez, 90640 Montebello.

6 I have a for-instance. Say I live in
7 Montebello south of the -- Washington Boulevard,
8 and it's already constructed. I'm diabetic. I'm a
9 cardiac patient. And I know for a fact that
10 there's going to be hampered emergency vehicle
11 response times.

12 So if I die on the way to the hospital or
13 the ambulance or the paramedics don't reach me in
14 time because the only north-and-south route is
15 going to be Greenwood, I'm dead. My family is
16 going to sue the Metro.

17 And you multiply this by thousands or
18 hundreds of people that are diabetic and cardiac
19 people. Well, you've got your answer there.
20 Mitigate that. Thank you.

21 And say no to the -- say no to the Gold
22 Line.

23 MS. ARELLANO: Thank you, Jorge.

24 Next, we have Marina Martinez, followed by
25 Mike Martinez, and that will be the last speaker

1 card that I have here.

2 So if anyone else is interested in
3 speaking, please fill out your card now and raise
4 it up and make sure we collect it so we can
5 continue.

6 Marina?

7 MS. MARINA MARTINEZ: Hi. My name is
8 Marina Martinez, and I live in Pico Rivera. The
9 zip code is 90660.

10 And let me just point out that at the Zoom
11 meeting on June 27th, I had to bring up the fact
12 that Pico Rivera was not receiving a copy of the
13 Environmental Impact Report, which -- thanks --
14 afterwards, they did have it available, and also to
15 the City of Commerce.

16 And as far as the public meetings,
17 originally scheduled, it was only three, and now
18 they included Pico Rivera as well, and I think
19 that's a good thing, but we shouldn't have to
20 have -- we shouldn't have been an afterthought.

21 But besides that point, if you looked at
22 the data analysis for the ridership of the Gold
23 Line back in 2019, it was very low. It was the
24 lowest of all the light-rail systems.

25 It is not making money for Metro. It is

1 considered -- many people cite safety reasons, and
2 the fact that it is not -- takes them to where they
3 want to go.

4 So as far as the Washington Boulevard
5 alternative, it's going to Washington and Lambert,
6 but where will people get off if they want to go to
7 work?

8 I mean, I don't work at the hospital. I
9 don't work there at -- why would I take the Gold
10 Line? So, to me, it's a train that goes nowhere.
11 For \$3 billion, it goes nowhere.

12 MS. ARELLANO: Thank you very much,
13 Marina.

14 Next we have Mike Martinez.

15 MR. MIKE MARTINEZ: Hi. Good morning,
16 everybody. My name is Mike Martinez, East L.A.
17 resident. I live literally in front of the Gold
18 Line on Third Street. I see the impact it has for
19 our community, and we hate it. It was -- nobody
20 liked it, even after the fact. It was just a bad
21 idea overall for above-ground train.

22 One thing I'd like to mention, the report,
23 page 3.4-34, over on Washington Boulevard over
24 Rio Hondo, they're going to change your -- three
25 lanes on each side to two lanes, and that's going

1 to be across the board. It's going to create
2 congestion. I've seen it in front of my house.

3 They're going to work during the nighttime
4 hours, so just imagine all the loud noise.

5 And that's Section 3.8-60 of the
6 Environmental Report.

7 They're also saying in Section 3.4-14 that
8 all the congestion from the trucks on Washington --
9 that they're going to be going on Telegraph Road,
10 Olympic Boulevard, and Whittier Boulevard.

11 Section 3.4-29 of the report, they're
12 thinking -- there's approximately -- they need to
13 take off 10,000 cars off the street because of
14 this.

15 And let me tell you this much. I live in
16 front of the rail. I count how many passengers
17 ride that Gold Line. Per cabin, a maximum
18 occupancy of 75 people. There's only six people
19 riding it on average, and that's very generous.
20 That's only 3.5 percent of occupancy. That's
21 \$4 billion for 3.5 percent. Think about that.

22 MS. ARELLANO: Mike, thank you very much.

23 We do have an additional speaker, Eugenia.

24 If I can ask you to please come up and
25 speak your first and last name.

1 MS. REYES: My name is Eugenia Reyes. I
2 do live on the south side of Maple.

3 I do agree with everybody here. I'm happy
4 that somebody from East L.A. that was in Metro, in
5 front of the Metro, you're here, because, to be
6 honest, I used to go to the Santuario de Guadalupe,
7 the church right there. And you know what? After
8 that, you don't see no more cars. Nobody wants to
9 be nearby, barely, Third Street, et cetera.

10 It's going to impact all those
11 semi-trucks. And they have to back up, unload. I
12 don't want it. I already had enough, and I have to
13 deal with this since I was born, because my parents
14 have lived in that house since 1977.

15 So I am already used to the noise of the
16 trucks. I don't want no more. I don't want it to
17 go under. I don't want it to go on top. We've
18 already had enough with so much stuff going on,
19 destroying our mother nature.

20 And to top it off, when is it going to get
21 fixed? You already saw what happened to the bridge
22 on Sixth Street. People are going to be on the
23 Metro and start destroying it (speaking in
24 Spanish.)

25 It's all trash. People are going to,

1 little by little, start graffiti. No, thank you.
2 I don't want people from outside coming over here,
3 and I don't want any people from here -- because
4 I'm not saying that all the angels are here in
5 Montebello. There are some bad ones, too. I don't
6 want them to cause problems in other sides of the
7 city.

8 If you guys want a Metro, do it downtown.
9 If you want that to look like New York, go for it.
10 But not Commerce, not Montebello, not anything in
11 this area. I'm sorry.

12 MS. ARELLANO: Thank you for your
13 comments. That is our last speaker officially that
14 we've received a request-to-speak card. The public
15 hearing is still open until 12:00 noon today.

16 So as you continue to talk to our staff,
17 view the information, have an interest in speaking
18 verbally in front of the audience, please still
19 fill out the speaker card. Public hearing is still
20 open, and we will be here until noon to receive
21 your verbal comment.

22 Of course, as we've already stated, if you
23 prefer, you can speak directly to the court
24 reporter and provide your verbal comment that way
25 of any length, as well as the written public

1 comment card.

2 Let me reemphasize that a public comment
3 period is intended for anyone from the public to
4 comment on this project until Monday, August 29th.
5 That is a very specific public comment period where
6 we are encouraging folks to come forward with your
7 thoughts and opinions specific to this
8 environmental document. It's a very important part
9 of the process.

10 The speakers who have already spoken so
11 far, we thank you for your comments. We would like
12 more of them in any way from anyone else as well
13 today.

14 12:00 noon is our cutoff time, so please
15 feel free to roam around the room, talk to our
16 staff.

17 A couple of people had questions in your
18 comment. I would encourage you to go to the staff
19 and ask questions. It is not part of the formal
20 record, but it would help your education of the
21 project.

22 Again, please fill out a speaker form if
23 you are interested in still speaking until
24 12:00 noon today. Thank you very much.

25 MR. CORONA: Thank you, Genoveva.

1 So there is one other slide that I want to
2 go over before we move on, but we do encourage you
3 to please provide your comments here. And, again,
4 we want to ensure that you do have the ability to
5 speak to folks.

6 So, again, you can provide comments. The
7 way you can is listed up here, as we've been
8 stating through the meeting. You can do it in
9 writing. You can provide it to us. You can go
10 online to metro.net/eastsidecomments, and you can
11 do it online and it will take you to an electronic
12 comment form.

13 You can call our phone number,
14 (213)922-3012, or you can do so here in the public
15 hearing. Again, we're going to close this part.
16 Again, you can go up to our court reporter. Please
17 speak loudly and clearly so she can take your
18 comments down. And you can do that until noon
19 today.

20 I do want to emphasize a couple of things.
21 We do have stations back here for somebody who has
22 specific questions you need answers to. Station 2
23 is an overview.

24 Station 3, which is outside, is the
25 environmental process with Station 2.

1 And Station 4 outside is a draft
2 Environmental Impact Report information.

3 And when you come back in here, Station 5
4 has maps, and it provides that information
5 available for you.

6 And then Station 6 is an opportunity to
7 provide comments.

8 I believe if you have questions, you want
9 to see -- zoom in on the maps, see where certain
10 things are, like the maintenance and storage
11 facility, we will have staff that can show you
12 specifically where certain parts of the alignment
13 are. We want to make sure that you understand
14 where each station is so that you can go get your
15 questions answered.

16 So with that, I'm going to close this part
17 of the presentation, and I now invite you to go and
18 speak to staff and we will be at each station.

19 I also want to acknowledge and thank you
20 again you for being here. Mark Reyes is here, and
21 Mr. Feldman. So again, thank you both for being
22 here and I thank you all for joining us this
23 morning, and I hope you have a great rest of your
24 morning. Thanks again.

25 * * * * *

1 MS. CLIFT: My name is Enerina,
2 E-N-E-R-I-N-A Clift, C-L-I F-T.

3 My question is: Why don't let the
4 residents of Pico Rivera knowing about this prior?
5 It's only the people that live by Washington
6 Boulevard and Pico Rivera. Nobody else in the
7 north of the city knows about this project. That
8 is my question. Thank you for taking the time.

9
10 * * * * *

11
12 ANONYMOUS SPEAKER: I want to make a few
13 comments about this. As a resident of Montebello,
14 I completely disagree with this project in every
15 aspect of it. Not because of the environmental
16 impact it's going to have on our community, but the
17 idea as -- they just selected Washington Boulevard
18 instead of looking at alternatives off of the
19 60 Freeway.

20 That was already in place at one point in
21 time. There was a lot of protest that was done,
22 and then that project stopped on that side.

23 And this area -- the city council did not
24 really take into consideration any of the
25 residents' needs. And to put this project on

1 Washington Boulevard, that's something that should
2 have been done, and the city completely just
3 disregarded the part of the city on the south side
4 of Montebello.

5 I haven't reviewed all the information,
6 but I will review it and make additional comments
7 as I review it. That's very important. I do not
8 want to share my name at this point in time.

9 Another thing that I just want to make, I
10 notice that the gentleman, Mr. Avilos, he has a
11 sheet that a lot of people have signed against this
12 project. Is that being considered as part of the
13 no-project part of Metro?

14 That's what I also kind of -- I also am
15 not sure that -- he made a comment that the city
16 knows about it. Metro knows about it, and nobody
17 really pays attention.

18 Those are my concerns. I've been
19 listening to what's going on in the city. Thank
20 you.

21
22 * * * * *

23
24 MR. VELOZ: My name is Edmond Veloz. I
25 want to add that now -- we used to get three

1 minutes to speak. Now it's down to a minute and a
2 half, and that's corruption, just corruption, that
3 they're causing that. They're trying to close off
4 people's ability to speak. That's flat-out
5 corruption, and it shouldn't be.

6 They have plenty of time. The speakers
7 here have all the time in the world for them to
8 talk, but they don't want the public to talk.
9 They're saying that they're here for the public.
10 They're not here for the public at all. So, I
11 mean, if they were, they'd allow us at least three
12 minutes to speak.

13 So that's about it that I have to say.
14 But thank you for taking that from me. I
15 appreciate it.

16
17 * * * * *

18
19 MR. MIKE MARTINEZ: Mike Martinez. All I
20 wanted to mention under the environmental report,
21 page 6-18, under the public outreach, it states
22 here project awareness banners at highly visible
23 locations along the project corridor were supposed
24 to be put up.

25 We have yet to see any of that, not in

1 East L.A., not in Montebello, not in Pico Rivera,
2 and not in Whittier.

3 Also, under that same section, public
4 outreach, they were supposed to put up electronic
5 signs to advertise this project. That has yet to
6 be done, and I have not seen any of that at all.

7 That was it. Thank you.

8
9 * * * * *

10
11 MS. RUIZ: My name is Lourdes Ruiz. I
12 belong to Montebello. My address is 1201 Carol
13 Way, Montebello. And I'm here to support the
14 Metro's construction because it seems to me that
15 Metro is making progress. It helps the people, the
16 people that don't drive. That way we can get home.
17 It helps us to do our shopping. That's the reason
18 why I'm here. I'm here to support the
19 construction.

20
21 * * * * *

22
23 MS. TEJADA: My name is Ava Tejada. My
24 profession is a medical doctor. I've been living
25 here in Montebello, United States for a short time.

1 I've been here for, like, three-and-a-half years.
2 But where I live at, it's my own home. I live by
3 Neil Armstrong, right in that area where the mall
4 is, near to the mall.

5 I do not use the Metro. I do not use the
6 bus. But that does not mean that I do not support
7 the construction, Metro's construction.

8 But my sister-in-law -- I agree that there
9 is progress. It's all an issue of getting used to
10 it, because people are used to being in their car,
11 and that's it.

12 We don't walk. Here in this country, we
13 don't walk. We don't walk, and that's wrong. Why?
14 Because other examples from other countries, like
15 Europe, small cities, large cities -- everyone has
16 Metro.

17 For example, the Asian countries -- for
18 example, I've been to Korea. Everything is with
19 Metro, big cities, and it brings progress. I don't
20 know what else to say because I'm not really too
21 familiar with the entire project, but I'm happy
22 with the Metro, even though I may not use it.

23
24 (Meeting ended At 12:06 p.m.)
25

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

* * * *

The undersigned Certified Shorthand Reporter of
the State of California does hereby certify:

That the foregoing Proceeding was taken before me
at the time and place therein set forth.

That the testimony and all objections made at the
time of the Proceeding were recorded stenographically by me
and were thereafter transcribed, said transcript being a
true and correct copy of the proceedings thereof.

In witness whereof, I have subscribed my name,
this date: AUGUST 12, 2022.



STEPHANIE LESLIE, CSR No. 12893

\$	52:23	52 45:6	add 4:13	ambulance 51:13
\$1,304.50 44:24	2020 31:19	6	added 19:16	amount 20:20
\$1.75 44:20	2023 10:21	6 59:6	addition 26:12, 23	26:10 27:12
\$13,125 45:2	2028 11:4,8	60 60:19	additional 6:17	analysis 15:9,16,
\$14 45:18	2029 11:1	60-day 41:16	7:14,16 34:1	20,24 18:25 19:6
\$3 44:16 45:6	213 922-3012	65 49:2	39:22 47:14	27:21 40:1 52:22
53:11	37:5 58:14	65,000 47:24	54:23	analyze 18:16,17
\$300 44:19	24/7 44:25	49:6	Additionally 7:8	analyzed 14:21
\$393,750 45:3	250 44:22	6:00 37:24 38:2	address 23:3	angels 56:4
\$4 54:21	27th 52:11	50:22	36:25	announcement
1	29th 5:19 34:21	7	adjusted 50:8	4:24
1 11:12 17:16	38:5 41:11,15	75 54:18	advance 11:7	announcing
25:25 28:21	57:4	8	advanced 17:24	43:20
1,235 46:22	3	8:00 37:24 38:2	AECOM 9:5	ANONYMOUS
1,250 46:22	3 13:5 17:2,8,16	9	aerial 11:25 12:5,	60:12
1,600 46:23	18:4 32:18 37:18	9 11:14	15 15:18	answers 58:22
10 44:18	58:24	9.4 44:17	affect 25:20,23	anticipate 10:20
10,000 54:13	3.14 17:6	90 42:2 43:8	26:17 49:3	anytime 5:18
10,000-foot 45:7	3.2 12:25	90022 49:15	affected 21:21	35:9 41:11,14
100 13:25 48:24	3.4 23:22	90640 44:15 46:5	30:6 48:8,10	appendix 31:15
50:14	3.4-14 54:7	51:5	afterthought	applicable 19:10
11:05 38:23	3.4-29 54:11	90660 52:9	52:20	applies 28:20
11th 37:18,24	3.4-34 53:23	A	agenda 6:8	apply 15:20
120 14:9	3.5 54:20,21	ability 58:4	agree 55:3	approve 11:2
125 44:22	3.8-60 54:5	above-ground	ahead 46:2 49:13	approved 30:10
12:00 42:4,7,25	3.9 25:21	53:21	50:14	approximately
56:15 57:14,24	30 7:13 14:9	access 13:2	air 12:3 17:8	11:14 13:6 14:8
15 10:24	30-day 45:3	27:11,13 29:11	alarm 43:9	54:12
17th 38:2	30th 14:15 38:23	accident 4:2,5,9	alignment 28:4	area 24:8,12,22
1977 55:14	4	acknowledge 6:9	31:9 33:9 59:12	30:3 36:12 56:11
2	4 59:1	acquisition 24:9	alternative 10:18	60:23
2 4:21 5:6 10:8	4,000,750 45:4	acres 14:9	11:12 12:21 13:5	areas 14:6 21:4
11:6 17:16 40:7,	4.6 13:6	Act 7:7 14:18	17:16,19 21:20	28:8 29:5 30:8
9 58:22,25	405 44:21	23:10 31:4,22	24:14,17 25:25	Arellano 8:6
20 4:7 47:8	45,000 48:18	action 35:2	28:21 31:6,13,23	9:21 39:1,5,11
200 48:24	5		32:5,9,14,17,18,	45:21 47:12
2009 10:10	5 4:2,5,9 17:20		22,23 33:11	49:8,16 50:25
2014 31:24	31:14 59:3		36:7,11 42:20	51:23 53:12
2019 15:11,13	50 50:8,13		46:14,24 53:5	54:22 56:12
16:4 19:4 46:8			alternatives 11:9,	Army 20:16
			10 12:24 13:12	arrived 6:20
			17:13,15 19:22	aspect 18:13
			21:21 24:18	24:11 34:4,18
			25:12,23 28:21	60:15
			29:16 31:8,15,	aspects 6:23 9:12
			16,19 32:6,12	33:2,6
			40:1 46:21 60:18	

<p>assistance 7:9 43:3 Associates 9:21 assumes 32:11 Atlantic 4:6 11:16,23 12:11 13:7 22:7 attached 17:24 attempted 23:15 attention 21:16 audience 4:25 6:9 56:18 August 5:19 34:21 37:18,24 38:2,5 41:11,15 57:4 automatically 32:11 average 54:19</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>back 6:18 8:2,9, 25 9:18 21:6 36:1 45:5,17 52:23 55:11 58:21 59:3 bad 4:2 53:20 56:5 barely 55:9 base 19:20 33:14 based 27:21 28:10 32:25 baseline 15:8 basically 14:16 16:24 18:12 26:7 45:11 begin 8:4 38:24 43:25 beginning 6:19 behalf 39:10 Ben 6:11,12 benefits 33:5 big 22:4 27:16 Bilingual 37:5 billion 44:16 45:6 53:11 54:21</p>	<p>bit 13:11,13 16:19 21:2,18,25 23:19 28:17 33:14 35:17 47:10 blend 13:22 board 10:17 11:2,4,7 31:18 32:24 33:6 35:2 36:4,5,8,15 54:1 born 55:13 Boulevard 4:6 51:7 53:4,23 54:10 60:6,17 brakes 28:15 break 18:3 breaks 18:21 breathing 4:13 bridge 25:19 27:10 55:21 bridges 25:18 27:1,13 bring 52:11 broken 25:9 brought 15:13 build 27:10 31:8 32:5 49:25 50:5, 11 building 16:8 buildings 50:4 built 26:25 50:9 buses 46:21 buying 50:10 bypass 24:22</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>C-L-I 60:2 cabin 54:17 calendar 41:12 California 7:6 14:17 18:21 20:10 23:10 31:4 call 14:20 37:3,5 38:9 41:25 43:14,16 58:13</p>	<p>called 28:14 calling 5:11 Caltrans 20:15, 16 card 6:16 38:16 41:23,24 44:3 52:1,3 56:14,19 57:1 cardiac 51:9,18 cards 5:14 7:15 care 49:5 cars 50:7,8,10 54:13 55:8 case 13:20 25:24 26:18 caught 37:13 CDM 9:5 centers 48:7 CEQA 7:7 14:20, 21 17:12 18:20 19:19 cetera 55:9 chambers 6:2 37:21 chance 33:25 change 53:24 chapter 17:2,8, 20,22 18:4 31:14 chemicals 26:18 children 48:18, 20 choose 25:3 church 55:7 Citadel 11:24 13:2 22:7 cite 53:1 cities 29:25 city 6:5 11:14 12:4,8,14 24:4,8 47:3 49:7 50:2 52:15 56:7 60:7, 23 clearance 10:20 Clift 60:1,2 close 7:16 8:9 21:16 27:9 38:22</p>	<p>58:15 59:16 closing 27:1 closures 29:23 code 43:22 44:15 49:15 52:9 collect 52:4 columns 12:3 19:18 combined 31:19 comfortable 5:16 38:11 commence 8:10 comment 5:14,19 7:15 34:5,23 35:25 37:1 38:19 39:21 40:13,17, 21 41:7,10,16 42:3,6,15,17,18, 22 43:4,13 44:12 45:22 49:9,19 50:5 56:21,24 57:1,2,4,5,18 58:12 comments 5:5,8, 9,10,12,21 7:3,8, 14 10:3,5 23:4 33:2,3,16,18,23 34:2,3,9,16,20, 22,24 35:10,19 36:19,22 37:2,7, 9 38:6,7,12,15 39:4,18,25 40:7, 12,16 41:1,3,14, 20,22 42:9,23 43:2,6,7 44:1,2 47:13,15,16 56:13 57:11 58:3,6,18 59:7 60:13 Commerce 11:24 12:15,25 13:2,24 21:23 24:4,8,19, 21 25:7 31:10 48:1,13 50:2 52:15 56:10 commercial 48:6 Commission 20:11 communities 20:20 34:10</p>	<p>community 4:20 10:1 12:23 16:4 23:2,16 34:19 49:5 53:19 60:16 community's 46:18 company 45:16 compared 27:25 comparison 17:13 31:15 complete 32:14 completed 35:23 completely 27:2 60:14 completing 41:23 compliance 14:17 comply 18:14 20:9 conceptual 17:24 concern 17:7 concerned 30:14 33:8 concerns 42:12 46:19 conclude 36:1 concluded 8:8 conclusion 23:24 25:6 conditions 27:25 conduct 15:19 conducted 8:5 conducting 39:24 configuration 12:1,5,16 congested 4:4 congestion 54:2, 8 consideration 33:1 60:24 considerations 17:12 considered 13:17,23 14:4 16:1,6 27:23 32:1 53:1</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>constraints 29:2</p> <p>constructed 27:6, 14 34:13 51:8</p> <p>construction 10:11 11:1 14:24 24:7 25:18 26:4, 10,19,20 27:2,19 29:12,17,19 30:16,18,25 48:10</p> <p>continue 12:4 40:6 41:8 52:5 56:16</p> <p>contribute 24:11</p> <p>conversations 42:13</p> <p>coordinate 20:15</p> <p>copy 52:12</p> <p>Cordova 9:11,15</p> <p>Corona 4:19,20 5:2 35:15 57:25</p> <p>Corps 20:16</p> <p>correctly 26:20</p> <p>Corridor 5:6 40:7,9</p> <p>cost 44:20</p> <p>council 6:2 37:21,22 47:3 49:7 60:23</p> <p>councils 30:24</p> <p>count 54:16</p> <p>County 50:15</p> <p>couple 29:14 57:17 58:20</p> <p>court 7:9 42:7, 16,24 56:23 58:16</p> <p>covered 11:18,19 17:19</p> <p>COVID 48:9</p> <p>cow 47:8</p> <p>create 15:8 54:1</p> <p>creating 50:18</p> <p>Crenshaw 30:9</p> <p>Cristales-cevallos 7:21 8:13,16 36:24</p>	<p>Cristales-cevallos's 46:7</p> <p>criteria 20:10</p> <p>crosses 25:25</p> <p>crossing 25:15 48:18,25</p> <p>crossings 20:12 25:14</p> <p>crossovers 28:14</p> <p>cultural 21:17, 22,24 23:19,21 24:23</p> <p>cumulative 15:2</p> <p>current 10:22 25:17</p> <p>cushioning 29:4</p> <p>cutoff 41:16 57:14</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>data 18:16 27:24 52:22</p> <p>date 11:1 41:16</p> <p>day 15:12 42:8 45:2 50:19</p> <p>DB 14:1</p> <p>de 55:6</p> <p>dead 51:15</p> <p>deal 55:13</p> <p>decided 31:18,20 36:16</p> <p>deciding 32:25</p> <p>defines 16:25</p> <p>demolishing 27:3</p> <p>dense 16:13 18:5</p> <p>departments 30:11,24</p> <p>deputy 8:25 9:2</p> <p>description 16:25 33:5</p> <p>design 9:13 10:22,24,25 11:17 12:10,12, 13,19 13:9 18:2 19:23 20:9,17</p>	<p>destroying 55:19,23</p> <p>detail 13:13 22:1 23:19,24</p> <p>determination 12:22 19:7</p> <p>determinations 19:14</p> <p>detour 29:20 30:9,19</p> <p>detoured 29:13</p> <p>detours 30:4</p> <p>developing 40:6</p> <p>diabetic 51:8,18</p> <p>dialogue 8:11</p> <p>die 51:12</p> <p>difference 17:15</p> <p>difficult 22:11</p> <p>directly 42:6,11, 24 43:7 46:7 56:23</p> <p>dirt 26:16</p> <p>disagree 60:14</p> <p>discontinue 31:21</p> <p>discussing 36:10</p> <p>district 24:3,5 25:3</p> <p>document 7:5 9:8 10:6,15,16, 19,24 11:11 12:20 13:17 14:14 15:7,15,25 16:5,13,14,18,24 19:1,17 23:5,22 25:1,21 27:8 31:24 32:15,17 33:1,3,22,23 34:5,12 35:1,5, 12 36:2 40:4,24 41:1,4 57:8</p> <p>documented 7:12</p> <p>Dolores 8:24</p> <p>downtown 56:8</p> <p>draft 5:3,5 7:24 10:15 14:16 15:15,25 35:24 40:2,9,24 59:1</p>	<p>drawings 17:25</p> <p>drill 22:5,10</p> <p>due 29:2</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>e-mails 37:6</p> <p>E-N-E-R-I-N-A 60:2</p> <p>earlier 36:13 37:11</p> <p>East 5:24 37:16 48:1 49:18 53:16 55:4</p> <p>Eastside 4:21 5:6 10:8 11:5 40:6,9 50:19</p> <p>Edmond 44:7 45:23,24 46:2,5 47:12</p> <p>Edna 39:3 44:9</p> <p>education 57:20</p> <p>effect 20:25</p> <p>EIR 14:17</p> <p>elected 6:10,15</p> <p>electric 46:21</p> <p>electronic 37:1 58:11</p> <p>element 25:11</p> <p>elemental 46:12</p> <p>elements 9:13 17:1 19:20 46:10</p> <p>emergency 29:11 30:2,7 51:10</p> <p>emphasize 38:7, 13 40:15 58:20</p> <p>empty 50:20</p> <p>encourage 34:15 35:4 57:18 58:2</p> <p>encouraging 57:6</p> <p>end 27:6</p> <p>ends 34:21</p> <p>Enerina 60:1</p> <p>engineering 9:12 17:25 25:17 27:4</p>	<p>29:2</p> <p>Engineers 20:16</p> <p>English 37:7</p> <p>ensure 15:11 16:9,14 20:12,18 39:18 43:17 46:17 58:4</p> <p>entails 11:15</p> <p>entire 31:8 50:21</p> <p>environment 9:8 10:19 19:3</p> <p>environmental 5:3,5 7:5,6,24 9:10 10:6,14,16, 20,24 11:11 12:20 13:17 14:14,16,18 15:15,25 16:5 17:3 19:1,17 20:24 23:4,10 31:3,4,22 33:22 35:21,25 36:2,9, 14 40:1,3,10,18, 22 52:13 54:6 57:8 58:25 59:2 60:15</p> <p>environmentally 14:18 31:5 32:4, 16</p> <p>equally 15:21</p> <p>essence 31:18</p> <p>essentially 11:4 12:1,3,25 14:20 20:22 22:4,8,14 27:9</p> <p>Esther 44:7 45:24 47:17,18, 20 49:8</p> <p>Eugenia 4:14 54:23 55:1</p> <p>evaluate 15:5,8</p> <p>evaluated 23:11 24:6 30:15 31:23 32:3,14</p> <p>evaluates 14:23</p> <p>evaluating 31:7, 12</p> <p>evaluation 17:3 19:5,8,20 31:20</p>
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32:2,25 Eve 9:1 everybody's 50:9 excuse 41:15 49:16 executive 8:25 16:23 22:20,22 existed 25:3 existing 13:7 19:2 24:5 27:25 28:11 exists 15:10 exit 4:3 expect 29:20 expired 43:10 explained 31:14, 17 extension 13:18 extensive 17:22 eyes 6:11	final 6:4 10:5,19, 20 14:13 23:4 34:25 35:21 36:2,14 37:25 40:22,25 41:4,16 find 16:16 17:9 23:25 28:1 finished 7:18 fire 29:11 30:10, 23 fixed 55:21 fleet 14:1 flow 26:7,17 flowing 26:9 folks 5:9 6:9 8:11 47:6 57:6 58:5 footings 25:19 for-instance 51:6 form 40:13 42:17,18 57:22 58:12 formal 8:4,5 40:18 42:14,15 44:1 57:19 formally 39:17 format 9:25 forum 37:2 forward 4:23 10:2 14:13,19 15:13 41:19 43:19,21 57:6 found 23:13 25:21 28:10 fourth 6:4 frame 45:3 framework 18:10,13 free 9:19 57:15 Freeway 4:2 49:2 60:19 freeways 50:9 frequently 29:9 friends 41:13 front 28:4,22 53:17 54:2,16 55:5 56:18	full 33:9 47:8 full-proposed 11:13 fully 11:19 funding 10:10	H hampered 51:10 hand 38:16,17 39:3 handing 44:9 hands 9:9 happen 10:13,25 30:4 41:18 44:22 45:1 happened 55:21 happy 55:3 hate 49:24 53:19 hazardous 26:13 he'll 13:13 head 45:18 hear 12:23 heard 20:5 23:2, 16 36:4 37:12 hearing 5:4 7:2, 17 8:4,5,6,9 10:3,4 33:14 35:9 36:20 38:4, 8,23,24 39:1,10, 16,17,21,25 43:3,12 56:15,19 58:15 hearings 7:7 16:15 37:14 held 16:4 helpful 43:24 helps 16:22 High 48:17 high-priority 11:3 highlights 7:25 highly 19:4 Hilda 6:12 historic 24:3,4,11 49:24 50:4 history 31:16 HMTV 9:11,16 homes 49:1,2	Hondo 25:15 53:24 honest 55:6 hope 23:3 59:23 hoping 18:6 29:22 33:15 hospital 48:3 51:12 53:8 hotline 37:3 hour 44:24 hours 45:2 54:4 house 6:20 7:19 8:10,19 9:18 42:10 54:2 55:14 hundreds 51:18 hydrology 25:20, 21 26:6
F F-T 60:2 faces 16:2 facility 13:3,10, 15,19,22 14:3,5 24:7,20 59:11 fact 51:9 52:11 53:2,20 familiar 16:2 family 51:15 feasible 16:11 features 31:2 federal 31:21,24 32:1 feel 9:19 38:11 57:15 Feldman 59:21 Feldman's 6:11 fight 49:6 fill 38:16 52:3 56:19 57:22 filled 41:24 filling 47:7	final 6:4 10:5,19, 20 14:13 23:4 34:25 35:21 36:2,14 37:25 40:22,25 41:4,16 find 16:16 17:9 23:25 28:1 finished 7:18 fire 29:11 30:10, 23 fixed 55:21 fleet 14:1 flow 26:7,17 flowing 26:9 folks 5:9 6:9 8:11 47:6 57:6 58:5 footings 25:19 for-instance 51:6 form 40:13 42:17,18 57:22 58:12 formal 8:4,5 40:18 42:14,15 44:1 57:19 formally 39:17 format 9:25 forum 37:2 forward 4:23 10:2 14:13,19 15:13 41:19 43:19,21 57:6 found 23:13 25:21 28:10 fourth 6:4 frame 45:3 framework 18:10,13 free 9:19 57:15 Freeway 4:2 49:2 60:19 freeways 50:9 frequently 29:9 friends 41:13 front 28:4,22 53:17 54:2,16 55:5 56:18	full 33:9 47:8 full-proposed 11:13 fully 11:19 funding 10:10	H hampered 51:10 hand 38:16,17 39:3 handing 44:9 hands 9:9 happen 10:13,25 30:4 41:18 44:22 45:1 happened 55:21 happy 55:3 hate 49:24 53:19 hazardous 26:13 he'll 13:13 head 45:18 hear 12:23 heard 20:5 23:2, 16 36:4 37:12 hearing 5:4 7:2, 17 8:4,5,6,9 10:3,4 33:14 35:9 36:20 38:4, 8,23,24 39:1,10, 16,17,21,25 43:3,12 56:15,19 58:15 hearings 7:7 16:15 37:14 held 16:4 helpful 43:24 helps 16:22 High 48:17 high-priority 11:3 highlights 7:25 highly 19:4 Hilda 6:12 historic 24:3,4,11 49:24 50:4 history 31:16 HMTV 9:11,16 homes 49:1,2	I idea 20:2 53:21 60:17 ideally 33:20 identified 13:20 18:18 identify 13:19 18:11 21:13 43:23 46:13 imagine 4:8 54:4 immediately 36:6 impact 5:3,5 14:16 18:22 19:5,8 20:24 22:15 24:2,18,23 25:5,7 31:3 34:12 35:4,21,25 36:14 40:3,10,23 48:16 52:13 53:18 55:10 59:2 60:16 impacts 9:7 14:24,25 15:1,2, 6 17:10 18:18 19:7,12,24 20:2, 20 21:5,8,9,13, 25 22:25 23:13, 15 24:14 25:14 27:23 28:2,6

30:6,18 32:8 33:12 40:1 important 18:20 19:15 33:17 34:18 39:6,12,23 40:5 41:20 48:6 57:8 in-house 49:7 in-person 5:22 6:3 37:15 include 16:7 18:10 21:23 30:22 included 10:23 20:1 22:19 39:19 52:18 includes 29:4 34:6 including 11:11 12:17 incorporate 35:19 increase 45:18 increases 26:16 indicating 42:19 individual 30:1, 24 individually 24:10 34:24 industrial 13:21 14:6 24:4 industries 48:6 information 6:16 7:25 16:17,19 17:10,19 18:5,25 23:25 30:10 35:7 39:6,7 41:5 44:1 56:17 59:2,4 input 30:22 33:18 40:5 46:16 installed 28:15 intended 57:3 interest 17:4,14 23:23 56:17 interested 16:21 19:4 42:21 52:2 57:23	interpreter 43:1 introduce 4:19 8:18,22 38:25 introducing 8:12 invite 59:17 involved 10:2 16:3 30:25 47:1 IOS 12:24 13:5 issue 48:25 items 16:1,20 20:4 <hr/> J <hr/> Jaime 7:23 8:2 13:11 21:2,18,25 22:24 35:15,17 Jenny 7:21,23 8:13 23:6,8,15 31:12 36:23 40:11 46:7 jeopardy 48:20 Jesse 44:7,8,13, 14 45:21 join 5:10 joining 4:22 5:3 6:6,13 59:22 Jorge 47:18 49:11 51:1,2,3,4, 5,23 July 38:23 June 14:15 52:11 jurisdictions 30:1 <hr/> K <hr/> key 15:14 16:7 17:2,23 31:2 kids 48:24 kind 24:14 25:2 knowing 60:4 <hr/> L <hr/> L.A. 5:24 37:16 48:1 49:18 53:16 55:4	Lambert 12:9 53:5 lanes 4:1 27:12 29:14 53:25 law 14:20,21 18:21 23:10 laws 18:11 lead 14:1 learned 16:10 leave 37:6 47:14 left 5:15 7:10 8:7 19:18 legally 24:24 leisure 34:16 length 56:25 lengthy 16:19 35:5 lessons 16:10 level 12:17,18 28:11 29:8 30:12 45:8 levels 27:19 life 45:14 light 50:6 light-rail 13:18, 25 14:9 21:12 52:24 limited 43:7 list 11:4 listed 19:1 58:7 listen 43:5 lists 19:18,19 21:9 literally 53:17 live 4:14,15 30:3 44:15 46:5 47:21 51:6 52:8 53:17 54:15 55:2 60:5 lived 55:14 local 18:12 19:3 46:20 locally 10:18 12:21 32:21,23 33:10 36:7,11 46:13,20,24 locate 28:25	located 23:21 long-term 14:23 15:2 29:23 longer 32:2 42:3 looked 18:16 23:8 24:13 25:13,22 26:5,23 28:5 52:21 losing 25:4 lost 48:9 lot 10:12,25 16:2 20:17 26:24 27:16 29:13 30:9,14 34:8,10 35:3,6 39:6 45:10 60:21 loud 54:4 loudly 58:17 love 34:1 35:7 low 52:23 lowest 52:24 <hr/> M <hr/> machine 22:4,9, 13 mail 36:23 40:13 mailing 36:25 maintain 12:15 30:12 maintained 26:8 27:11 maintenance 13:3,9,15,19,21 14:3,5 24:7,20 59:10 majority 22:16 30:17 make 4:23 19:6 26:7,14 35:4 38:15 43:9,17 52:4 59:13 60:12 makes 4:4 22:10 making 52:25 management 16:8 17:18 26:3 27:7 29:24,25 30:21	manager 4:21 7:21 8:13 9:2 36:24 45:12,13 manure 47:8 map 47:24 Maple 55:2 maps 59:4,9 Maria 51:2 Marina 49:11 51:24 52:6,7,8 53:13 Mark 59:20 marker 25:2 Martinez 47:19 49:11,12 51:1,2, 4,5,24,25 52:7,8 53:14,15,16 materials 26:13 29:7 matter 25:5 38:11 47:9,10 Max 44:20 maximum 54:17 meaning 11:18 12:17 14:2 24:6 32:22 38:10 meaningful 34:11 means 12:1,22 20:22 measure 10:8,9 20:21,22 21:15 measures 16:11 19:9,10 20:3,6,7 21:2 29:18 32:9 34:6,9,15 40:2 meet 32:12 meeting 5:21,25 6:5 8:9 35:17 37:18,25 46:8 49:7 52:11 58:8 meetings 5:23 16:4,15 23:2 26:25 37:22 52:16 meets 46:17,18 Melissa 9:14
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

member 39:11 Memorial 11:20 mention 20:5 53:22 mentioned 12:10 23:8,16 24:19 30:15,20 31:7,12 40:12,24 42:24 47:23 49:20 met 8:23 method 41:14 Methodology 18:15 metro 4:20 8:22 9:4 16:8 20:9 29:24 31:5 32:24 35:10 36:3,5,8, 15 39:10,12 40:6 47:4 51:16 52:25 55:4,5,23 56:8 metro.net/ eastside 37:2 metro.net/ eastsidecomment s 58:10 microphone 39:3 44:10 Middle 48:17 Mike 51:2,25 53:14,15,16 54:22 mile 44:19 miles 11:14 12:25 13:6 22:6 44:17,18 million 44:19 mind 5:21 minimize 20:19, 24 24:15 26:9,21 29:8 30:21 minute 7:13 minutes 4:7 mitigate 19:12 30:5 51:20 mitigated 27:18 mitigation 16:11 19:9,13 20:3,6, 21 21:1,15 23:14	24:15 26:5,6 27:8 29:17 32:9 33:12 34:6,9,15 40:2 mitigations 19:11 26:13 29:3 models 27:22 moderate 27:23 Moir 9:1 moment 6:17 42:1 Monday 41:11, 14,15 57:4 money 45:20 48:9 52:25 monitor 22:11 Montebello 5:25 12:4,14 14:5 24:21,22 31:11 32:19 37:17 46:6 47:3 51:5,7 56:5, 10 60:13 morning 5:24 8:16 23:7 39:5 41:8 50:22 53:15 59:23,24 mother 55:19 move 4:23 8:19 14:13,19 19:9 31:19 41:19 58:2 MRDC 20:13 MSF 21:23 multiply 51:17 <hr/> N <hr/> name's 44:14 names 46:22 National 31:22 nature 45:9 55:19 navigate 35:8,12 nearby 4:9 15:5 55:9 necessarily 24:10 needed 6:18 19:11	neighbors 41:13 NEPA 32:1 nighttime 54:3 no-project 31:6 noise 17:8 27:17, 18,19,22 28:11, 17 29:8 54:4 55:15 noon 42:4,7,25 56:15,20 57:14, 24 58:18 north 60:7 north-and-south 51:14 Norwalk 12:9 noted 6:19 number 37:13,18 58:13 <hr/> O <hr/> objectives 32:13 occupancy 44:21 54:18,20 occur 32:8 October 41:15 office 6:12 44:18 45:12 officer 8:6,25 39:1,10,17 official 5:4 40:8 officially 56:13 Olympic 54:10 Olympics 11:5 online 5:11 6:1 37:1,17 40:13 58:10,11 open 6:20 7:19 8:10,19 9:18 11:18,20 42:10 56:15,20 opened 11:8 operational 15:1 operations 27:20 30:16 31:1 opinions 57:7	opportunities 7:16 35:3 opportunity 5:7 6:21,24 8:17 9:17 22:21 40:20 42:5 59:6 option 12:12,19 14:4 21:23 options 5:17 11:18 12:10,14 13:9,16 14:11 19:23 24:20 oral 41:22 42:23 43:4,7 Orange 50:15 order 30:12 41:25 43:18 44:6 45:5,15 ordinance 10:9 ordinances 18:12 organization 43:24 44:11 originally 52:17 outreach 9:20 17:21 39:11 overview 7:20 16:12 58:23 <hr/> P <hr/> p.m. 37:24 38:2 paid 45:15,17 pandemic 15:13 paramedics 51:13 parents 55:13 Park 11:20 part 13:17 22:16 24:3 28:24 29:3 36:1 38:13 39:19 40:8,17,22,25 42:14 48:3 57:8, 19 58:15 59:16 participation 39:15 parts 28:3 59:12 Pasadena 11:21 50:21,24	pass 28:4 passengers 44:21,23 54:16 Passons 48:16 past 45:14 patient 51:9 pay 21:16 45:5 Pena 9:15 people 26:24 30:3,14 50:10,20 51:18,19 53:1,6 54:18 55:22,25 56:2,3 57:17 60:5 percent 10:24 54:20,21 period 5:19 33:4 34:21 39:21 40:17 41:7,17 57:3,5 person 7:4 36:21 37:15,19,20 38:1 50:20,23 personal 43:3 phase 4:21 5:6 10:8,15 11:6 38:21 40:7,9 phone 5:12 58:13 pick 38:18 44:4 Pico 6:2 37:21,22 47:21,23 48:4,5 52:8,12,18 60:4, 6 piece 18:20 19:16 PIH 48:3 place 27:7 34:11 60:20 plan 25:17 27:9 29:24,25 planning 30:24 plans 27:7 30:21 plaque 25:2 pleasure 39:9,16 plenty 5:20 42:4 plug 18:25 point 22:17 41:12 52:10,21
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>60:20</p> <p>police 29:12 30:11,23</p> <p>policy 15:16,19 31:22</p> <p>Pomona 11:16 12:11 13:7 22:7</p> <p>portion 7:22</p> <p>portions 28:12</p> <p>potential 24:3 25:20 28:6</p> <p>practices 16:8 26:3</p> <p>prefer 37:4,6 56:23</p> <p>preferred 10:18 12:21 32:21,23 33:10 36:7,11 46:13,21,24</p> <p>present 45:11</p> <p>presentation 7:22 37:10,11 47:22 59:17</p> <p>presented 25:10 40:2</p> <p>presently 44:16</p> <p>pretty 18:5 19:14 35:16 36:17 38:22</p> <p>prevent 20:23</p> <p>principal 45:5,16</p> <p>prior 10:13 60:4</p> <p>priority 11:7</p> <p>problems 56:6</p> <p>proceed 12:7</p> <p>process 7:5 8:4, 15 10:2 28:24 31:21 32:1 39:8, 22 40:19 41:5 46:11,12 57:9 58:25</p> <p>produce 28:17</p> <p>produced 29:6 35:22</p> <p>product 45:13</p> <p>program 45:13</p>	<p>project 4:21 5:6 6:23 7:19,20 8:13,21 9:2,7,22 10:7,8,10,21 11:2,3,7,9,10,11, 12,13,15,22 12:2 13:18 14:20 15:5,17,22 16:24 17:11,17 18:1,22 19:9,11 20:5,6,7, 8,19,25 21:10,12 25:12 29:4,10 32:12 33:5 34:12 35:4 36:11,24 37:3 38:13 39:13 40:3,7 41:6 44:17 46:15 47:2 57:4,21 60:7,14, 22,25</p> <p>projects 11:5,6 15:4,20 16:9</p> <p>properties 24:9</p> <p>proposed 29:19 34:7</p> <p>protest 60:21</p> <p>provide 5:8,9,10, 11,12 6:15 7:14 8:3 13:13 16:12 29:24 33:18 34:3,17,20 38:5, 12,14 41:10 42:4,5,22,23 43:2,3 56:24 58:3,6,9 59:7</p> <p>provided 8:1 38:8 39:8 41:4</p> <p>public 5:16 10:4, 16 16:15 17:21 20:10 30:22 33:3,13 35:9,20 37:1,9 39:10,16, 17,20,24 44:12 45:20 46:11 52:16 56:14,19, 25 57:2,3,5 58:14</p> <p>purpose 46:15,17</p> <p>put 4:12 25:1 45:8 60:25</p>	<p>Q</p> <p>quality 7:6 14:18 17:8 23:10 31:4</p> <p>question 29:9 32:6 49:20,23 60:3,8</p> <p>questions 6:24, 25 8:21 9:6,14, 19,23 10:3,4 15:17 27:17 42:11 57:17,19 58:22 59:8,15</p> <p>quick 8:23 9:7 16:12 19:17</p> <p>quickly 8:18 48:22,23</p> <p>R</p> <p>rail 4:8 11:6 20:9 49:20,21 50:2,6, 11 54:16</p> <p>raise 9:9 38:17 52:3</p> <p>Rancho 48:17</p> <p>reach 51:13</p> <p>read 35:5 40:20 46:3,6</p> <p>ready 43:17,25</p> <p>real 8:17,22 17:14</p> <p>reanalyzed 15:14</p> <p>reason 31:13 45:19</p> <p>reasons 53:1</p> <p>receive 10:10 33:3,4 39:18,25 56:20</p> <p>received 42:19 44:2 56:14</p> <p>receiving 37:6 44:1 52:12</p> <p>recognize 6:11, 16</p> <p>record 35:20 36:9 39:19 40:8, 18 42:14 57:20</p>	<p>recording 7:9</p> <p>red 50:6</p> <p>redone 15:24</p> <p>reduce 20:23 26:2 27:12</p> <p>reduction 29:5</p> <p>reemphasize 57:2</p> <p>regulation 20:7, 17</p> <p>regulations 20:6</p> <p>regulatory 18:10, 13</p> <p>reinitiated 16:5</p> <p>related 17:10 21:9 29:10</p> <p>relates 9:6</p> <p>relations 4:20</p> <p>relative 33:12</p> <p>release 36:14</p> <p>released 10:15 14:15 26:15</p> <p>relocate 11:16</p> <p>remainder 42:8</p> <p>reminder 41:9 42:13</p> <p>reminders 39:22 41:8</p> <p>removed 32:2</p> <p>repeat 49:16</p> <p>replace 25:18</p> <p>report 5:4,5 14:16 31:3 35:21,25 36:14 40:3,10,23 52:13 53:22 54:6,11 59:2</p> <p>reporter 7:10 42:7,17,24 56:24 58:16</p> <p>represent 43:24</p> <p>request 43:11</p> <p>request-to-speak 56:14</p> <p>require 24:9</p>	<p>required 23:9 24:25 32:3</p> <p>requirement 31:25 33:11</p> <p>requires 31:4</p> <p>residences 28:7, 23 29:1</p> <p>resident 45:25 53:17 60:13</p> <p>residential 28:5</p> <p>residents 47:24 49:6 60:4</p> <p>residents' 60:25</p> <p>resource 18:23 19:25 21:24 22:19 24:1,18 25:1,5,11</p> <p>resources 21:18, 22 22:11 23:20, 21 24:23</p> <p>respectful 43:11</p> <p>respond 34:22 40:21</p> <p>responded 34:24 41:2</p> <p>responding 7:3 40:16 41:20 43:6</p> <p>response 30:7,13 51:11</p> <p>responses 7:1,4 34:25 35:20 41:3</p> <p>rest 59:23</p> <p>resume 42:10</p> <p>review 10:16 35:1,19,23,25 36:3,15 46:11</p> <p>Reyes 55:1 59:20</p> <p>ride 54:17</p> <p>ridership 44:20 45:17 52:22</p> <p>riding 54:19</p> <p>Rio 25:15 53:24</p> <p>river 25:14,15, 16,20 26:7,22</p> <p>Rivera 6:2 37:21, 22 47:21,23 48:4,5,17 52:8,</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

12,18 60:4,6 rivers 26:1 Road 54:9 roam 57:15 robbed 47:7 rode 50:18 role 39:17 room 57:15 Rosemead 12:9 48:5 49:1 roughly 44:23 45:2 rounded 44:22 45:1 route 13:1 30:9 51:14 routes 29:21 30:19 rows 19:21 Roybal-sotelo 8:24 run 29:25 30:1 44:17,25 running 36:12	screen 40:14 41:9 43:8 seconds 7:13 42:2 43:8 section 17:6 18:4, 9,15 19:5 20:1 23:22 25:21 54:5,7,11 sections 17:9 27:10 49:4 sedimentation 26:16 seek 6:25 segment 22:6 select 10:18 12:21 31:5 selected 14:12 24:19 25:8 32:17,21 60:17 selection 36:7 Selis 44:7 45:24 47:17 semi-trucks 55:11 sensitive 28:8 separated 15:23 serve 39:9,16 service 30:12 services 29:11 30:2 set 28:16 setting 19:2 38:4 severe 27:23 share 21:3 41:13 43:23 Shereene 9:15 shopping 48:7 short-term 14:24 shortened 31:9 32:19 show 41:9 48:3 59:11 shows 19:21 sic 10:10 side 4:15 19:19 27:10 47:25	53:25 55:2 60:22 sides 56:6 significance 18:19 19:13 significant 21:4, 8,14,17,22 22:2, 15,17,25 23:14 24:10 25:7 28:2, 12 signs 25:1 similar 29:18 single 25:11 site 13:3,10,15, 16,22 14:3,6 sites 13:19,21 situation 24:25 Sixth 55:22 size 21:12 45:9 Slauson 48:15,16 slide 13:4 16:21 41:9 58:1 slides 18:6 Smith 9:5 soil 22:10 26:15 soliciting 46:16 Solis 6:12 47:20, 21 sooner 12:17 sound 29:6 south 4:14 51:7 55:2 Spanish 4:24 5:1 37:7 43:1 55:24 Spanish-speaking 4:25 speak 6:21 23:1 38:15 54:25 56:23 58:5,17 59:18 speaker 38:16 41:23,24 43:16 44:3 51:25 54:23 56:13,19 57:22 60:12 speakers 43:14, 18 44:6 57:10	speaking 5:1,16 42:21 52:3 55:23 56:17 57:23 speaks 19:3 specific 9:13,19 16:20,25 17:4,7 20:4 33:23,24 57:5,7 58:22 specifically 8:21 18:11 39:25 40:4,19 41:18 59:12 spent 44:19 spoken 57:10 SR60 31:19 staff 6:10,15,17, 21 35:8 37:5 38:17 42:11,14 44:4 56:16 57:16,18 59:11, 18 staging 49:4 stakeholders 30:2 stand 48:23 standard 27:22 standards 20:8 start 8:12 38:22 55:23 56:1 started 39:20 41:7 starts 22:10 48:5 state 14:19 18:11,21 31:25 42:2 43:21 44:10 stated 37:11 56:22 stating 58:8 station 11:16,17, 20 12:6,9,11,18 49:22 50:1,3 58:22,24,25 59:1,3,6,14,18 stations 6:22 12:8 28:14 47:25 58:21 steps 8:14 36:17 39:2	stop 22:12 48:21, 23 50:10 stopped 60:22 stops 32:19 storage 13:3,10, 15,19,22 14:3,5 59:10 store 13:24 14:9 stored 26:20 street 4:10 12:17, 18 48:11 53:18 54:13 55:9,22 streets 29:13 studied 11:10 12:20 13:12 14:12 study 17:18 stuff 55:18 submit 36:22 41:22 42:15 submitted 35:19 38:15 40:12 44:3 submitting 43:4 subway 50:12,15 subways 50:6,16, 17 sue 51:16 summarizes 16:24 summary 16:23 19:17 21:6 22:20,22 superior 31:5 32:4,16 systems 17:18 52:24
<hr/>				
S				
<hr/>				
saber 14:1 safety 20:12,18 48:20,25 53:1 San 25:16 Sandoval 49:14, 18 Sandra 45:24,25 47:18 49:10,13, 14,18 50:25 Santuario 55:6 Sara 9:3 Saturday 38:23 scheduled 52:17 School 48:17,18 schools 28:8 Schurtz 9:4 scope 45:9,10 scoping 16:3				
<hr/>				
T				
<hr/>				
table 19:17 21:6 22:18 33:10 takes 4:3 35:2 53:2 taking 5:4 7:8 16:10 36:18,19 60:8 talk 13:3,11 21:2,				

18,25 23:12,16, 18 42:11 56:16 57:15 talks 31:16 team 8:22 9:10, 20 39:12 40:11, 15,20 41:19 teams 8:18 9:3 tearing 50:4 technical 7:25 9:3 Telegraph 4:7 54:9 telling 48:21 temporary 14:25 ten 45:1 tend 28:17 term 32:22 terminate 13:1 terminus 13:7 terms 15:17 18:1, 13 24:17,24 26:14 33:15 thing 15:14 20:14 52:19 53:22 things 16:7 17:23 26:24 29:15 30:4 33:17 58:20 59:10 thinking 54:12 thoughts 43:15 57:7 thousands 51:17 thresholds 14:22 18:19 19:19 27:22 28:1,19 throw 45:12 Thursday 37:24 time 4:5 5:20 7:15 16:9 26:11 27:3,15 38:3 43:10,15,19 45:3 51:14 57:14 60:8,21 timer 43:8	times 30:13 34:8 51:11 tips 33:16 Tito 4:20 8:23 40:11 today 7:3 15:10 33:19 35:24 37:4,10,16 38:15 39:9,14 40:17 41:10,22 42:4,7, 16,22 47:7,8 56:15 57:13,24 58:19 today's 5:21 39:15 tonight 36:10 top 47:25 55:17, 20 topic 18:22 25:13 27:16 topics 17:4 23:2, 9,11 torn 49:24 touch 33:14 toxic 4:13 track 28:13 29:7 tracks 14:2 28:15,16 traffic 4:1 18:9 27:7 29:10,19, 24,25 30:15,16, 17,18,20 50:18 train 12:2 14:2 28:4 44:23 49:22 50:1,21,23 53:10,21 trains 49:24 Transit 5:6 40:7, 9 translation 43:2 transportation 17:5,18 18:9 trash 55:25 travels 11:22 trucks 4:13 48:11,13,14 54:8 55:16	TSM 31:13,23 46:21 tunnel-boring 22:4,8 tunnels 22:5 turn 22:23 33:13 35:13 tutorial 9:7 typical 15:12 21:11 22:3 26:19 typically 24:25 32:13 <hr/> U <hr/> ultimately 11:2 unavoidable 21:4,8,17,22 22:2,15,25 23:14 25:7 underground 11:17,23 15:18 22:12 50:12 underneath 29:5 understand 9:14 21:7 34:4 39:7 40:21 59:13 understanding 15:3,21 17:14 18:7 23:23 unload 55:11 update 8:3 35:17 Utilities 20:11 utilize 30:21 <hr/> V <hr/> Vail 14:7 variables 45:8 vehicle 51:10 vehicles 13:25 14:10 Velo 44:7 45:23 46:3,5 verbal 42:3,5 43:13 56:21,24 verbally 37:4 42:16,21 56:18	version 32:19 versus 15:12 vibration 28:18 29:6 view 6:1 37:23 56:17 viewed 37:19 viewing 6:3 virtual 5:25 visit 41:4 voluminous 16:14 voted 36:5 voter-approved 10:7 <hr/> W <hr/> wait 50:13 wanted 23:12 33:14 Washington 4:1, 3,15 11:13 27:11 48:2,16 51:7 53:4,5,23 54:8 60:5,17 water 26:8,17 ways 26:21 34:2 48:19,25 website 41:5 Wednesday 38:1 week 5:24 37:16 weighed 38:10 weighs 32:10 well-versed 9:21 whatever's 26:14 Whittier 6:5 11:14,23 12:8 31:9 38:1 46:8 48:2 54:10 words 46:8 work 10:12 28:13 50:19 53:7,8,9 54:3 worked 9:12 27:5	working 39:12 works 7:6 write 35:6 writing 5:13 35:21 36:23 38:9,19 42:18 47:13 58:9 written 56:25 <hr/> Y <hr/> yard 24:19,21 25:4,8 49:20,21, 25 Yates 14:7 year 10:14 36:8 45:3 years 45:6,16,17 47:8 50:8,13,14 yellow 50:7 York 56:9 <hr/> Z <hr/> zip 43:22 44:15 49:15 52:9 zoom 52:10 59:9
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