



In the Matter Of:

Eastside Transit Corridor Phase 2

PUBLIC HEARING

July 21, 2022

Case No:

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LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY

EASTSIDE TRANSIT CORRIDOR PHASE 2  
DRAFT ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING  
JULY 21, 2022  
EAST LOS ANGELES, CALIFORNIA

**CERTIFIED COPY**

Held at:

Kaiser Permanente Medical Office Parking Lot  
5119 Pomona Boulevard  
East Los Angeles, California 90022

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TRANSCRIPT  
OF  
EASTSIDE TRANSIT CORRIDOR PHASE 2  
DRAFT ENVIRONMENTAL IMPACT REPORT PUBLIC HEARING  
HELD JULY 21, 2022  
EAST LOS ANGELES, CALIFORNIA

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- (Hearing in progress. Begin transcript:)

TITO CORONA: I will ask one more time.  
(Speaking in Spanish.) And the most important thing  
here is that we respect each other, each other's  
opinions. You have taken the time this afternoon to  
come and hear about the project, to listen to what's  
going and share your comments. Respect your neighbors.  
You can disagree with what they have to say. That's  
fine, but please refrain from any back and forth with  
anyone in the audience. Just focus your time and energy  
and your comments towards us so we can take this  
information and process it for the environmental  
document.

So, with that, I would like to introduce

1 Jenny Cristales-Cevallos who will begin with the  
2 presentation portion of this, and we will move forward  
3 with the presentation here.

4 JENNY CRISTALES-CEVALLOS: Good afternoon.  
5 Thank you everybody for being out here. It's a little  
6 hot, but this is definitely an important milestone in  
7 the project and an opportunity for everyone to provide  
8 comment. We've had a very spirited conversation over by  
9 the project overview map. So we're looking forward to  
10 your comments today.

11 I just want to go over the project  
12 overview before I hand it over to Jaime Guzman who's  
13 with AECOM, CDM Smith, who they basically put together  
14 and did the technical analysis with their expertise for  
15 the draft environmental document.

16 So for the project overview, this is a  
17 Measure M funded project, and so right now we're  
18 following Measure M project timeline. So right now  
19 we're currently in the environmental process, and we're  
20 looking to conclude that in 2023. Right now where we're  
21 at is we released a draft environmental document and the  
22 next steps will be that the board will select a locally  
23 preferred alternative considering all the comments that  
24 we've heard through the comment period.

25 From there, once we receive -- we've done

1 the final environmental clearance, we then go into final  
2 design by 2028, and in 2029 that's when we would receive  
3 the funding from Measure M which is approximately about  
4 \$3 billion in 2029. So that's when we would anticipate  
5 for construction to occur should the board approve the  
6 project and into operations by 2035.

7 So I'm going to briefly explain the  
8 alternatives, and these are the alternatives that are  
9 studied in the environmental document, but Jaime will  
10 talk about these a bit more in depth.

11 So the Alternative 1, which is a  
12 Washington alternative, the full proposed project, is  
13 about 9 miles. That includes seven stations including  
14 the Atlantic-Pomona relocated station. So as you can  
15 see here, the Atlantic station right now is at grade and  
16 because the alignment will go underground on Atlantic,  
17 we are looking at relocating that, and there are two  
18 design options for that. If you have questions about  
19 that, later after the public hearing, we can definitely  
20 go over that information with you as well.

21 And so we would continue for 3 miles down  
22 Atlantic curving into Commerce/Citadel. So the Atlantic  
23 and Whittier station would be underground and so would  
24 the Commerce/Citadel station. Then we would go into an  
25 aerial configuration. What that means, we'd be coming

1 out of the tunnel, and the alignment would be on  
2 columns.

3 From there, we have two design options in  
4 the City of Montebello which would be either the aerial  
5 configuration, once again on columns, and then at-grade  
6 for Greenwood station as well.

7 From there, the project would proceed on  
8 Washington Boulevard center-running down to the City of  
9 Whittier. So that would include the three at-grade  
10 stations which would be Rosemead, Norwalk, and Lambert  
11 station.

12 What we're also studying are the other two  
13 alternatives which are our initial operating segments.  
14 What that does is it allows us to do a phase approach,  
15 and the environmental study allows us to do this in a  
16 phase approach. So the first alternative to the IOS  
17 Commerce is 3.2 miles, and that includes again the  
18 Atlantic/Pomona station relocated, Atlantic and  
19 Whittier, and also to the City of Commerce. And this  
20 could be serviced by the Commerce maintenance storage  
21 facility site, and I'll talk a little bit more about the  
22 maintenance storage facility sites in the next slide.

23 And then we have Alternative 3, IOS to  
24 Greenwood, essentially going from Atlantic/Pomona,  
25 Atlantic/Whittier, Commerce/Citadel to Greenwood with

1 the two design options there, and that's approximately  
2 4.6 miles.

3           So as part of the project, what we've had  
4 to designate as well is a maintenance storage facility  
5 site, essentially where we will store the light rail  
6 vehicles, we'll do maintenance. And in the City of  
7 Commerce we've identified a site right between Saybrook  
8 and Davie. And part of the criteria is that the  
9 maintenance storage facility site has to be within the  
10 immediate area of the project so that we can access  
11 that. And then also a maintenance storage facility site  
12 in Montebello, that is slightly larger, about a 120  
13 light rail vehicles that can be stored there. And,  
14 again, in these particular areas, it's industrial areas  
15 where the maintenance storage facility sites can blend  
16 in with the land uses there. So we would have different  
17 lead tracks going into maintenance storage facility  
18 site. In June we had some community meetings that also  
19 talked about these in depth. We have that information  
20 available on the website as well.

21           So, with that, I'm going to turn it over  
22 to Jaime. He's going to walk through the environmental  
23 document, how it's outlined, how you can navigate  
24 through it, where you can access it, and then he's also  
25 going to hit on some topics that would be good

1 information for the community to be aware of as you  
2 review the environmental document.

3 JAIME GUZMAN: Thank you, Jenny. And thank you  
4 again for coming out here.

5 So I'm going to just give you a way --  
6 some information on what we've been doing, we've been  
7 working on this document for a few years, what is in the  
8 document, how to navigate it so that it's easier to  
9 understand as well as some of the specific impacts and  
10 outcomes that we've found as part of our environmental  
11 review.

12 Under the California Environmental Quality  
13 Act, or CEQA, we are required to look at several topics.  
14 The lead agency is Metro for this project, and what we  
15 did in this report is to evaluate all of the three  
16 alternatives that Jenny just mentioned at the equal  
17 level, meaning that they all have the same level of  
18 analysis, they looked at all the different topics, and  
19 then we also looked at the impacts of the maintenance  
20 facilities and also any design options.

21 And so what we looked at is we looked at  
22 impacts that the different elements of the alignments  
23 would have compared to existing conditions, which we  
24 used 2019. Some of the data is skewed after 2019  
25 because of the pandemic. So we utilized the 2019 date.



1 We also looked at whether we can apply some best  
2 management practices, construction that Metro, having a  
3 lot of the experience recently with building their light  
4 rail system, could implement as well as looking at the  
5 comments that we have received in various meetings up to  
6 date as well as the scoping meeting that we had in 2019  
7 when the project kicked off.

8               So the draft document is organized in this  
9 way here, and this is available in the PowerPoint which  
10 will also be available online. And, basically, we have  
11 an executive summary which we encourage everybody to  
12 review. That gives a summary of the entire document  
13 including all of the impacts and mitigation measures  
14 proposed. We have a project description which, you  
15 know, provides what we analyzed, all the different  
16 elements of the project, and the meatier, Chapter 3,  
17 which is the evaluation of all of the different  
18 resources. We have listing of those resources between  
19 stations 3 and 4, and then we have them listed here, and  
20 all of these have been evaluated in the environmental  
21 impact report.

22               For each of the sections in Chapter 3, the  
23 way they're broken down is by looking at the regulatory  
24 framework, so what the laws are that are applicable to  
25 each of these topics. In this case, we are showing

1 transportation, but this is the same for all the  
2 different topics. We also look at the methodology, so  
3 the things that are required to be looked at  
4 particularly with CEQA. We have the CEQA thresholds  
5 that we are utilizing for each impact analysis. And we  
6 looked at the existing conditions, again, primarily in  
7 2019, and then we looked at the impact evaluation  
8 comparing what the project will be doing for all the  
9 different elements with the existing conditions.

10           If needed, we will list afterwards the --  
11 any project measures that Metro has already committed to  
12 by doing other projects such as traffic management plans  
13 and things like that, things that are standard in terms  
14 of any construction and operations as well as any  
15 regulatory requirements. And then if there are impacts  
16 that require additional reduction in impacts, we look at  
17 mitigation measures, and those are listed there as well.

18           It's a lot to -- to take this table here  
19 and all that it is intended to show is that at the end  
20 of each chapter we have a table that summarizes the  
21 mitigation measures and impacts for all the different  
22 alternatives so that people can look at it and compare  
23 the alternatives and the different types of design  
24 options as well.

25           As I mentioned, part of what we look at --

1 when we're looking at impacts, we have a certain impact  
2 determination. Either impacts are significant, and if  
3 impacts are significant, we look at other things that  
4 the project can already incorporate as part of its  
5 process to minimize those impacts. A lot of those are  
6 project measures, what we call project measures, which  
7 are either regulations by other agencies or other  
8 measures that Metro has implemented in other projects  
9 that they are agreed to to implement in this project.  
10 And as I mentioned, above and beyond that, we would look  
11 at impacts, if there's more impacts to look at  
12 mitigation measures that can help minimize those and  
13 that can be implemented and looked at and enforced by  
14 Metro.

15                   What this table shows is a summary of the  
16 different impact for all the alternatives and the  
17 different topics. For the most part, these impacts are  
18 fairly -- you know, they're fairly common to most  
19 construction projects of light rail. And so the ones  
20 that I wanted to talk about are ones that we have  
21 included mitigation for to reduce the impact to less  
22 than significant, and then also a couple of them that  
23 even with mitigation measure we're not able to reduce  
24 impacts.

25                   For example, for paleontological

1 resources, because we are going to be using a tunnel  
2 boring machine for the underground portion, it's very  
3 difficult, almost impossible, to mitigate and be able to  
4 monitor that because the drill basically grounds up the  
5 resources. So those impacts become significant  
6 unavoidable.

7 And then one of the other ones is historic  
8 resources. In this particular case, it's a historic  
9 building and district, and there is one option --  
10 maintenance facility option that would impact that to  
11 significant unavoidable level, and I'll talk about that  
12 right now.

13 So for the cultural resources we have the  
14 Vail Field Industrial Addition District located in the  
15 City of Commerce where the proposed maintenance facility  
16 would be located. The impact to that would be that it  
17 would be taking properties and demolishing them for the  
18 construction of the maintenance facility. And some of  
19 the mitigations that we can do are to provide some  
20 signage or some kind of recording of the historic  
21 properties and the district, but ultimately to construct  
22 it we would need to take the properties, and that would  
23 result in significant unavoidable impacts. That would  
24 be for any alternative that uses the Commerce MSF, or  
25 maintenance facility.

1                   For the rivers we are going to be  
2 reconstructing the bridge that goes over Rio Hondo as  
3 well as the bridge that is going over the San Gabriel  
4 River. There are some potential hydrology impacts due  
5 to the construction of the bridge in the river -- the  
6 reconstruction of the bridge, installing the pylons. So  
7 we've included some mitigations to maintain the flow and  
8 also to reduce the pollutants that can affect the water  
9 quality in the area, and those mitigations will reduce  
10 it to less than significant.

11                   In addition to that, we have looked at the  
12 potential impact to traffic as the bridges are being  
13 reconstructed, and it will be part of the traffic  
14 management plan to make sure that access is provided  
15 throughout construction, and that will be coordinated  
16 with the local jurisdictions and stakeholders so that it  
17 could be scheduled in appropriate times.

18                   Some of the other impacts that we know  
19 we've heard from different communities about is noise  
20 and what the noise levels will be. We've studied that  
21 in the document, and some of the, you know, major  
22 concerns have been whether we're going to be affecting  
23 sensitive uses such as residences and hospitals, parks.  
24 So what we've done is to evaluate the different criteria  
25 and different types of track work that would be in the

1 area, and one of the types of track work that tends to  
2 create a little bit more of noise is where there are  
3 crossovers between the two different sets of tracks.  
4 And so what we've tried to do from an engineering  
5 perspective is to place them as far away from the  
6 sensitive uses as we can, and where we cannot do that  
7 due to the engineering restraints on that, we've  
8 provided some mitigation measures including to avoid  
9 some of the heavy pile construction near residences and  
10 also for vibration to include vibration absorbing  
11 materials underneath these crossover areas so that could  
12 minimize some of the vibration that could be felt by  
13 community members.

14 Another topic that people have brought up  
15 in previous meetings and wanted to discuss is access by  
16 the emergency responders. We understand that whenever  
17 there's a construction project like that and there's  
18 detours or lane closures that it can affect the response  
19 times for police/fire. So part of what we do is to look  
20 at the Traffic Management Plan. Again, that is  
21 something that at this point is a mitigation measure.  
22 As the project goes into final design and further --  
23 further in the planning process that Traffic Management  
24 Plan will be flushed out and ultimately discussed with  
25 local police/fire and the cities as well as the public

1 to make sure that they are meeting the needs of the  
2 communities. Some of the coordination has already  
3 started by Metro on emergency responders so that they  
4 can get the input on the alignment and also where we can  
5 provide, you know, some assistance for -- to maintain  
6 access during construction.

7 Traffic is obviously a very important  
8 impact for this area. We are evaluating the traffic per  
9 the CEQA guidelines, and in particular we're looking at  
10 potential effects of construction detours, haul routes,  
11 as well as during operations. What we have included is,  
12 again, traffic management plans, the creation of that,  
13 which again is required to have input from the local  
14 jurisdictions to be approved by them, also by  
15 police/fire, and then the public will also have input on  
16 the timing and where those happen. So that's still  
17 something that can be done for final design.

18 One of the things that CEQA requires us to  
19 do is to look at which -- which alternative is  
20 considered the environmentally superior alternative.  
21 And what that means is that, based on the analysis that  
22 we've conducted here and the mitigation impacts --  
23 mitigation as well as the impacts, which one between the  
24 three build alternatives is the environmental superior  
25 alternative. In this case, as we can see in the

1 document, the environmental superior alternative is  
2 alternative 3, which is the initial operating segment to  
3 Montebello, and the one thing I wanted to discuss about  
4 this is that this environmental superior alternative  
5 does not mean that this the locally preferred  
6 alternative that the board will select on a later date.  
7 It is also not necessarily the alternative that's going  
8 to be built.

9               Again, this is a CEQA requirement. So we  
10 do this to comply with the state law. And all this  
11 information in addition to all the comments that we  
12 receive here and at other meetings will be taken into  
13 consideration as well as any information about project  
14 benefits when the board then selects the locally  
15 preferred alternative. And as I mentioned, your input  
16 will be very important to that.

17               So one of the things I wanted to talk to  
18 you about is how to make comments that I think will be  
19 very impactful as the document moves forward. I think  
20 most of you have either been to meetings before or made  
21 a lot of different comments either online or in person,  
22 and I think one of the things that we would like to  
23 recommend is that you be specific as possible on the  
24 type of environmental impact or any concerns that you  
25 have and then also think about some of the components of



1 the document that you can provide comments on such as,  
2 you know, if we have mitigation measures, those are not  
3 set in stone. Those are things that people can comment  
4 on and provide their feedback on, and sometimes that can  
5 be modified to benefit better the public.

6 So once we receive your comments today and  
7 then we receive all the comments through August 29th, we  
8 will be looking at all the different comments, we will  
9 be providing responses to those comments and compiling a  
10 document that has all that information. That  
11 information will be provided to the board, and they will  
12 take all those comments and responses into consideration  
13 when they choose the locally preferred alternative. So  
14 we really encourage you to provide formal comments. If  
15 you want to, when we're ready to start the formal  
16 process, do it orally or you can -- have you write them  
17 and prepare to us or send them by e-mail later, whatever  
18 is most comfortable to you.

19 But I really encourage you to do that, and  
20 I thank you again for coming out here. So I think, with  
21 that, I'll turn it over to Tito.

22 TITO CORONA: So, yes, we're getting close to  
23 starting the actual formal comment presentation portion  
24 of this meeting, but before we do that, let's talk about  
25 what the next steps are. So the public comments

1 received tonight and also between the release of the  
2 draft environmental impact report which was on June 30th  
3 to August 29th, you can provide comments. This is a  
4 formal presentation, which you can do it here verbally,  
5 but the comments that you provide either here or written  
6 or if you call us and leave a message, it's the same.  
7 It's received the same way, and it's all evaluated into  
8 the final environmental impact report.

9           Again, this is just a formal portion of  
10 the whole process. So if something comes up later after  
11 today's meeting, you have plenty of time to provide your  
12 comments, and I encourage you to also let other folks  
13 know that there are other ways to provide comments not  
14 just going to the meetings. And, again, the responses  
15 to the comments will be done on the following  
16 environmental document which is the final environmental  
17 impact report. So here we will only be taking your  
18 comments. So if you ask questions or anything, the  
19 responses will be in the document. We're not formally  
20 making any responses here.

21           If you have questions where you need  
22 immediate answers, you can do so after the formal  
23 hearing and speak to our staff on the side. That's what  
24 we had the open house for. It was to have that  
25 dialogue. But during the hearing, I just want to let

1 you know that's what's happening.

2 Later this year, after we finish the  
3 environmental comment period, we come back to the Metro  
4 board for the locally preferred alternative for another  
5 board decision. And following that, should that move  
6 forward, the next step is the release of what we call  
7 the Final Environmental Impact Report, and when that's  
8 released, it will go to the Metro board for approval and  
9 certification. And if that happens, then that's when  
10 this project is officially a project and we can move  
11 forward with the next phases, and that's expected --  
12 these are all tentative dates, but we're looking at mid-  
13 2023 for the board approval.

14 And for those of you who would love to  
15 hear about all this happening and get information, the  
16 best way to get in contact or be in the know is to sign  
17 in. So if you didn't sign in and provide your e-mail  
18 address, please do so now so we can send you this  
19 information so you are aware of all the steps in the  
20 process.

21 So like I said earlier, the document is  
22 available through August 29th. You can also send your  
23 comments in writing through mail. If you wish to write  
24 a letter and send them formally, you can do so by  
25 sending them to Jenny Cristales-Cevallos, who was the

1 first presenter this afternoon, and the information is  
2 up here. We also have comment cards with all the  
3 information at the front to give to you to provide the  
4 comments in writing, but it will be to Jenny  
5 Cristales-Cevallos, Project Manager at Metro, at  
6 One Gateway Plaza, MS 99-22-7, Los Angeles, California,  
7 90012.

8           You can also provide comments online if  
9 you just prefer to do them in writing by a computer or  
10 tablet or phone. You can go to  
11 [metro.net/eastsidecomments](http://metro.net/eastsidecomments). That will take you directly  
12 to a comment form that you can fill out electronically.  
13 That's another way to provide your comments.

14           If you prefer to say your comments  
15 verbally but you don't want to do it here, you can do it  
16 by phone by calling the project hotline at  
17 (213)922-3012.

18           And, again, if you are comfortable  
19 speaking in front of the folks tonight, you can make  
20 your official comments here as well. If you are not  
21 comfortable speaking in front of the audience but you  
22 want to leave your comments, you can do so in writing.  
23 We have comment cards in the back that you can leave  
24 your official comments that way.

25           Tonight is one of four meetings that we're

1 having. Three will be in-person. So tonight is  
2 East L.A., and then the Montebello is Saturday,  
3 July 30th from 10 A.M. to Noon. That's a Saturday  
4 meeting. The third meeting will be a Zoom call or Zoom  
5 meeting online which you can participate via computer.  
6 If you would like to go in person and view the meeting,  
7 we are having an in person viewing option at  
8 Pico Rivera's Council Chambers in Pico Rivera on that  
9 date, which is Thursday, August 11th from 6:00 to  
10 8:00 P.M. So if you would like to view information and  
11 participate there at Pico Rivera, you can do so, and we  
12 will be broadcasting the Zoom at the council chambers  
13 and taking comments there as well if you would like to  
14 go there. And then the final meeting will be in  
15 Whittier on Wednesday, August 17th from 6:00 to  
16 8:00 P.M.

17 Again, all those meetings that are  
18 happening are formal hearings, and you can provide your  
19 comments there, or if you choose to go and -- if you  
20 prefer to do them otherwise, you can do them online, by  
21 phone, or comment card. The information that was  
22 presented this evening will also be presented the same  
23 at all the other meetings. So if you think something  
24 differently will be presented, that's not the case.  
25 What you saw tonight will be seen at the next three

1 meetings. Just so you know that's pretty much the  
2 process. We're just spreading out the meetings for  
3 everybody to participate.

4 So, with that, I think the next step is to  
5 start with the formal comments. So what I'm going to do  
6 is introduce Edgar Gutierrez, who will be our hearing  
7 officer, and he will go through the formal hearing  
8 process with you.

9 EDGAR GUTIERREZ: Thank you, Tito. And good  
10 evening everyone. Thank you for joining us. It's  
11 certainly refreshing being able to hold an in person  
12 meeting, and we want to thank you for making the effort  
13 to make it out here tonight. As Tito mentioned, my role  
14 is just to facilitate the oral comment portions. So  
15 some rules have already just been generally shared, and  
16 I'm going to repeat it again because it's worth  
17 repeating.

18 We're taking your comments tonight, and  
19 we're not answering questions. So if you hear me just  
20 say "Thank you" and nod my head even though you just  
21 asked questions, that's the reason because I am not  
22 authorized. My role is not to answer questions nor  
23 anyone else right here as part of the oral comment  
24 portion. But as it's been noted, we have the open house  
25 components. So you get some clarifying guidance or

1 where to look for additional details that could help  
2 inform the submission of your comments.

3               We still encourage you to submit any  
4 comments you have. You can comment through the entire  
5 comment period like Tito mentioned there's a variety of  
6 ways to do. So if you feel you didn't get your comment  
7 in on time within the designated time that we're  
8 allowing, which is we're allowing 90 seconds per speaker  
9 tonight. So this is just to intended to capture your  
10 thoughts, like a headline, but we would expect that your  
11 more fully thought out comments you can have a chance to  
12 submit them in a variety of ways. And if you're not  
13 comfortable with writing a comment, you can just call it  
14 and -- call back in if the time limit expires. After  
15 the presentation, the formal oral comment session, like  
16 we mentioned, the court reporter will remain here until  
17 8:00.

18               And I'm sorry that I couldn't answer your  
19 question, but perhaps someone with the outreach team can  
20 assist you.

21               We're still getting the TV fixed, but just  
22 in the interest of time, I'm going to start going over  
23 the process. It's been mentioned you should have  
24 received a speaker card as part of the handout  
25 materials, and we've already received some speaker cards

1 from those that are interested in speaking. So if you  
2 didn't notice and you're interested, please start  
3 filling it out. Just hold it up in the air and someone  
4 will come by and pick it up from you. If you need a  
5 card, just hold your hand up and someone will come by  
6 with a card and a pen for you to submit.

7 I'm going to be calling three names at a  
8 time. It would be great if you could just be within the  
9 general area and anticipate having to stand up. Even  
10 though I call your name, I still encourage you to speak  
11 your name into the record to verify that you're  
12 speaking. Sometimes we've had people jump in out of  
13 sequence, and we want to make sure that we capture the  
14 comment related to your name. And it's also very  
15 helpful if you provide a zip code what you associate  
16 with your place of residence, place of work, whatever  
17 you associate with this project. It might give us a  
18 sense of what your comment is more closely tied to,  
19 especially if there's not enough background. It's just  
20 helpful to just see where we're getting comments as part  
21 of the process.

22 So, with that, last comment, I'll say,  
23 let's just be respectful to each other. Right here we  
24 have a defined process, and we have a variety of ways  
25 for you to just continue participating. So we



1 appreciate you just cooperating with the way it's set  
2 up.

3 UNIDENTIFIED SPEAKER: I've never been to one  
4 of these --

5 EDGAR GUTIERREZ: Again, I have to follow the  
6 procedures of the hearing. If you want to disclose any  
7 concerns, I can discuss this with you afterwards, but I  
8 have to follow through this process just so we allow  
9 more time for the open house for those that want to take  
10 advantage of that and get some other questions answered.

11 So I'm going to start off by calling the  
12 first three names, and I'm calling these in the order  
13 that they were received. So as we were receiving them,  
14 we just placed a number, and they've been handed to me  
15 in that sequence.

16 So first person up is Jorge Martinez. He  
17 will be followed up Edmund Veloz, and then by Francisco  
18 Martinez.

19 EDNA JIMENEZ: Let's put you here next to the  
20 court reporter. Make sure you say your name clearly and  
21 your zip code so she can capture your comment. You have  
22 90 seconds.

23 JORGE MARTINEZ: My name is Jorge Martinez from  
24 Montebello, 90640, and I'd like to say that Montebello  
25 doesn't want this, Pico Rivera doesn't want this Metro,

1 and we're finding out that people in Whittier do not  
2 want this either. And why do we get -- what is it? --  
3 backseat treatment when people in North Montebello put  
4 up a petition with 400 signatures and we've got over  
5 1300 in South Montebello and Pico Rivera and nothing  
6 happened? We've turned it in and absolutely nothing has  
7 happened. And with the other situation, the SR-60 was  
8 stopped because 400 people signed the petition, and  
9 we're not getting equal treatment. That's it. Thank  
10 you.

11 EDGAR GUTIERREZ: All right. Thank you, sir.

12 We'd like now to advance with our second  
13 speaker. Edmund Veloz, if we could please come up here  
14 with Edna, she'll be having the mic ready for you.

15 And if we could ask Francisco Martinez to  
16 follow Edmund, and Francisco will be followed by  
17 Mike Martinez.

18 EDMUND VELOZ: Hello, my name is Edmund Veloz.  
19 I live in South Montebello, and I'm 100 percent against  
20 this project. In 2019 there were six scoping meetings.  
21 In Pico Rivera there were 16 people against the light  
22 rail, 3 in favor. Montebello, 26 against, 8 in favor.  
23 Whittier, 10 in favor -- no -- 20 in favor, 10 against.  
24 South El Monte, 4 in favor, 4 against. East L.A., 20  
25 against light rail, 4 against. Commerce, 2 in favor --

1 2 against and 7 in favor.

2 What we did, we're advocating the TSM  
3 alternative, and we've gotten -- now it's close to over  
4 1700 signatures in favor of the TSM alternative and  
5 opposing the light rail. We're going to continue with  
6 that. It grows -- it's continuing to grow. We have  
7 been -- we have submitted this to the Metro people --  
8 thirteen -- 1239 signatures they got, and in Montebello,  
9 same thing. So they know. Hilda Solis knows that she's  
10 on the wrong side and so does our Montebello city  
11 council know. But all other people are going to know.

12 We're not going to stop. I don't know  
13 where this man is coming from because he says there's no  
14 more TSM alternative. He didn't even mention it, but I  
15 know it's there, and that's what we're going to continue  
16 with because it's the best one. It costs us --

17 EDNA JIMENEZ: Thank you.

18 EDMUND VELOZ: -- 1/100th of the value of this  
19 piece of crap. Don't let them steal this money from  
20 you.

21 EDGAR GUTIERREZ: We encourage you to continue  
22 participating in the comment process. The court  
23 reporter will be here to take additional comments, and  
24 we have the open house for you to continue your  
25 discussion with staff.

1                   With that, I'd like to continue with the  
2 next speaker. I have Francisco Martinez followed by  
3 Mike Martinez. These are the last two speaker cards.  
4 I'm receiving another one.

5                   So get the next person ready. So after  
6 Mike will be Blanca Chavez.

7                   FRANCISCO MARTINEZ: Thank you for being here.  
8 I gave up the hearings of the Senate congressional on  
9 the Trump takeover of American democracy. So this is  
10 good. This is a good example of American democracy  
11 where we get up and speak our peace. I live in  
12 unincorporated East Los Angeles. As a result, I have a  
13 very narrow interest, and the narrow interest is we'd  
14 like to be treated fairly in the process of this  
15 development.

16                   We've already had a previous experience  
17 with this when it came through Los Angeles, and then it  
18 came into unincorporated East Los Angeles.  
19 Unincorporated East Los Angeles, we got ripped apart.  
20 Boyle Heights, they got treated nice. It went  
21 underground, did not disrupt anything on the surface.  
22 Got into unincorporated East Los Angeles and we got  
23 ripped up on Fourth Avenue. Destroyed the sense of  
24 community in that area.

25                   Now I'm not against progress, and I favor

1 all advancements in transportation. And in particular,  
2 with regards to coming through unincorporated East  
3 Los Angeles, Atlantic into the City of Commerce, go  
4 underground not on the surface.

5 EDGAR GUTIERREZ: Thank you for your comments.

6 I'd like to now call up on Mike Martinez  
7 who will be followed by Blanca Chavez. And after Blanca  
8 will be Eddie Torres.

9 MIKE MARTINEZ: Hi, my name is Mike Martinez.  
10 I'm an East L.A. resident born and raised here for 43  
11 years. I came back to East L.A. to my roots to make  
12 this community better. I've been back in East L.A. for  
13 8 years living right in front of the Gold Line here on  
14 Third Street. Mostly I'm here to fight the inefficiency  
15 of the way this project is going. It seems like Metro  
16 is just throwing money at it. Want to run a 9-mile  
17 train, very inefficient design.

18 I always mention this in our meetings:  
19 Why not copy New York subway station? Very efficient.  
20 Everybody rides the train over there. Same thing in  
21 Atlanta. I've been living in front of the train  
22 station -- even pre-pandemic -- and I see the cabins.  
23 They're not even halfway full. Just think of how much  
24 percentage is a lot for you of a way a train should be  
25 riding. How many riders? 20 percent? 50 percent?

1 60 percent?

2 Well, I did my work, and I went into the  
3 cabins myself. I found out what's the maximum occupancy  
4 per each cabin, 75 passengers. You know how many  
5 passengers I see in front of my house every single day  
6 coming and going per cabin? 6, 6 riders each way every  
7 single day, pre-pandemic and after pandemic. That's  
8 only 3.5 percent riders. What is the inefficiency here?  
9 Not only that --

10 EDGAR GUTIERREZ: Wrap up your comment.

11 FRANCISCO MARTINEZ: And one more thing for the  
12 people above rail, fight for them because they're going  
13 to block your streets. There was a traffic stop right  
14 in front of me, there was 21 sheriff patrol cars --

15 EDGAR GUTIERREZ: Thank you, sir. I just  
16 wanted you to wrap up your comment. We appreciate your  
17 comments, and if you wanted to have anything else  
18 officially recorded for the record, we have a court  
19 reporter here and other ways to comment.

20 So now I'd like to call on the next  
21 speaker, Blanca Chavez, who will be followed by  
22 Eddie Torres. These are currently the last two speaker  
23 cards. So if there's anyone interested, please fill out  
24 a speaker card. Raise your hand if you need one.

25 We have a Spanish speaker who will be

1 making a comment, and the interpreter will be  
2 translating. So we'll be giving her extra time just to  
3 accommodate for the interpretation.

4 BLANCA CHAVEZ: One must know the schedule of  
5 the bus because we want to know when what bus comes and  
6 another one comes. So it's important to have a  
7 schedule. Yeah, they take a long time from one bus to  
8 another; so we need to know that. Yeah, there's also  
9 the bus stop there, and they just take a long time there  
10 at the bus top, and also the passengers are losing time  
11 as well. So we also want them to train the bus drivers  
12 so that, when the bus is really full, that he would be  
13 kind enough to just people to move on down so that  
14 everybody can be seated or be orderly in the bus.

15 Thank you very much. Thank you very much  
16 for this meeting. I think it's very helpful. I got the  
17 flyer at home, and I congratulate you for this.

18 EDGAR GUTIERREZ: Thank you for your comments.

19 So now I'm going to call what's my last  
20 speaker, Eddie Torres.

21 And if anyone is interested, now is the  
22 time to fill out the card. Otherwise, after Eddie  
23 Torres, we will plan on concluding the presentation.  
24 And any remaining time until 8:00 we will go back to the  
25 open house. The court reporter will also be here.

1                   So, Eddie, when you're ready, we'll start  
2 the clock.

3                   EDDIE TORRES: My name is Eddie Torres,  
4 resident, East Los Angeles, all my life. I'm here  
5 representing the East Los Angeles Chamber of Commerce  
6 that has the best interest of the business of the  
7 community.

8                   NO. 1, the timeline for this Metro project  
9 right now is too fast. It started from the first  
10 meeting in January, now mid July -- early July, it's  
11 already going to the EIR. That's too fast. There is --  
12 the community had a meeting at Atlantic Park, and there  
13 was a lot of people that just were shut off. Their  
14 comments were not heard. Metro never made that up to  
15 us.

16                   The EIR doesn't list addresses. It gives  
17 parcel numbers. So we had to research it. And thank  
18 God for Hilda Solis' office. They gave us the actual  
19 addresses, and there's a ton of them. Why would you  
20 hide that?

21                   The station being relocated from Atlantic  
22 and Pomona where it's currently at to Atlantic and  
23 Beverly, I believe, we should have had some renderings  
24 here to see the covered concept or the open concept.  
25 The EIR should be extended because we don't have city



1 council to oversee what we're doing.

2 Being part of the East L.A. Chamber of  
3 Commerce, one of the local voices you have, I have a  
4 sign-in sheet here. So if anyone wants to join, I'm  
5 part of the East L.A. Coalition, residents and  
6 businesses working together to hold Metro accountable.  
7 We don't want another Third Street. Thank you.

8 EDGAR GUTIERREZ: Thank you for your comments.

9 And in the course of Eddie's comment, we  
10 received another speaker card. So Denise -- Denise H.  
11 I apologize for mispronouncing. If you could please  
12 speak your name into the record.

13 DENISE HAGOPIAN: Denise Hagopian, Montebello,  
14 90640. I have a couple of comments. I don't feel that  
15 the businesses that are on Washington have been notified  
16 properly or at all. I feel that Washington Boulevard  
17 doesn't have buses now which to me means that residents  
18 aren't using that route to go Downtown L.A.

19 Montebello is being used as a  
20 thoroughfare. So our businesses will be put out of  
21 business. The property values will be degraded. The  
22 noise and the pollution level will be increased. And I  
23 don't know if you were listening to the trains as they  
24 were going by and the cars, but I could hear them from  
25 here. So I think that we have a lot of noise and

1 pollution mitigations and property owners to discuss  
2 where they stand so that they don't lose their  
3 investment but especially all the businesses.

4 With lessened truck traffic, all those  
5 truck service stations, truck car washes, maintenance  
6 men, their whole lives were invested in their business,  
7 and they'll now be out of business. And they already  
8 proved on Third Street that they didn't take care of the  
9 business owners because those business owners went  
10 bankrupt. Thank you.

11 EDGAR GUTIERREZ: Thank you for your comment.

12 So there's no additional speaker cards.  
13 So this will conclude our formal oral comment segment.  
14 I'd like to just call up Tito.

15 If you could just come up to just close  
16 out the hearing. This is the end of my role. As I  
17 said, I was just facilitating the public hearing oral  
18 comment process. Thank you for cooperating with the  
19 process, and we encourage you to stick around for the  
20 open house and have your questions answered. Anything  
21 that can help you provide an informed comment.

22 TITO CORONA: Thank you, Edgar.

23 Again, this is not the conclusion of the  
24 meeting. We are here until 8:00. Since we are done  
25 receiving formal comments, we're going to close the

1 hearing at 7:12 P.M. today on Thursday, July 21st. That  
2 portion is concluded.

3 We are now going to ask our staff to take  
4 their stations. If you would like to speak one on one  
5 with to staff to get more information, please do so as  
6 soon as we conclude this portion.

7 As we stated earlier, the Draft  
8 Environmental Impact Report document is available for  
9 review and comment through August 29th. You can also  
10 submit comments in writing to Jenny Cristales-Cevallos,  
11 written.

12 If you want to submit comments verbally  
13 here, you can do so here. To my right you will also be  
14 able to just state the information for the record. But,  
15 again, speak clearly and slowly so that it could be  
16 documented. There is no timer here if you would like to  
17 have extended comments there.

18 You can also submit comments  
19 electronically, [metro.net/eastsidecomments](http://metro.net/eastsidecomments), or you can  
20 also call in if you would like to just review more  
21 information and then ask later on or submit your  
22 comments later on, you have until August 29th at  
23 (213)922-3012.

24 And as I said earlier, every hearing that  
25 we're having -- this is our first of four. We will be

1 able to do these in person with three out of four. You  
2 can provide comments there. Just so whatever you  
3 experienced here, we'll have this also in Montebello and  
4 we'll also have this in Whittier and Pico Rivera for the  
5 virtual meeting. You will be able to view that online.

6 So pretty much that's how today is going.  
7 I'm going to conclude this portion, but I ask you again  
8 to please ask your questions. This is why staff is here  
9 to better explain it. If you have any additional  
10 questions you would like, we have different stations to  
11 provide that information for you.

12 So, with that, I want to thank you for  
13 coming, and I'm going to close this presentation. Thank  
14 you again.

15 [PRESENTATION CLOSED.]

16 THE FOLLOWING PUBLIC COMMENT WAS SUBMITTED

17 VIA THE COURT REPORTER:

18  
19 EDDIE TORRES: Eddie Torres, resident of East  
20 Los Angeles, co-founder of the East Los Angeles  
21 Coalition. So I'm the co-founder of the East  
22 Los Angeles Coalition. Early on we asked Metro to  
23 provide us with parking if they were going to take the  
24 Sketcher's parking lot on Atlantic and Whittier. We see  
25 that the EIR is going to affect the parking structure,

1 and we're going to lose the parking structure on  
2 Atlantic and Whittier. So we feel that we need parking  
3 replaced because people are going to be coming and  
4 parking in private parking lots to go take the Metro.

5 They do it right now currently on the  
6 Pomona and Atlantic station. Instead of paying for  
7 parking, parking at the station, they'll park at the  
8 Metro Plaza privately-owned parking, and they'll park at  
9 the McDonald's parking and -- because the customers --  
10 the businesses lose the customer parking, right. And  
11 then also we've asked from Metro and the powers that be  
12 to strongly enforce the parking regulations on Atlantic  
13 Boulevard because, once the construction starts, there's  
14 going to be less parking and more impacts.

15 L.A. County spent over \$100,000 on a  
16 parking study proving that we were -- for the businesses  
17 we didn't have enough parking spaces to have -- help the  
18 businesses stay in business, flourish. But on that note  
19 they're not enforcing any of the parking laws, and when  
20 Metro starts, it's going to be increased of an impact.

21 We've asked from the very beginning to  
22 have security and be -- be aware that the underground  
23 stations, we want to make sure that there's security and  
24 there's people looking out for the commuters and not  
25 allow the homeless people to bother them or set up

1 encampments. I don't see that addressed.

2 The addresses that were clearly stated in  
3 prior EIR's from Metro now are parcel numbers. We feel  
4 that that's a disservice to the process, and they're not  
5 being transparent.

6 Metro on the Third Street project promised  
7 us businesses on the bottom floor of the Metro parking  
8 lot on Pomona and Atlantic. They never did that. They  
9 promised us they were going to replace the parking that  
10 they took along third street. Metro never did that. So  
11 we want to hold Metro accountable and make sure that we  
12 get all that we need and not sold a bill of goods.

13 Also, the East Los Angeles Chamber of  
14 Commerce and the East L.A. Coalition support the covered  
15 concept for the relocation of the Atlantic and Pomona  
16 station. We do not support the open-air design. Thank  
17 you.

18 --oo0oo--  
19  
20  
21  
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23  
24  
25

CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

\* \* \* \*

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

That the foregoing transcript of the  
Eastside Transit Corridor Phase 2 Draft Environmental  
Impact Report PUBLIC HEARING held on JULY 21, 2022, was  
taken down by me stenographically and that said  
transcript is a true and correct transcription of the  
proceedings held.

In witness whereof, I have subscribed my  
name on this 11th day of August, 2022.

*Danielle V. Taylor*

Danielle V. Taylor, CSR No. 12335

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