



convenient and lower cost in operation as well as initial construction.

Thank you.

MR. GUTIERREZ: Thank you.

So we have Hannah Bentley up next followed by Steven Johnson.

HANNAH BENTLEY: Hi. My name is Hannah Bentley. I'm a resident of Fusion complex. I'm also an environmental lawyer and I've done a lot of work under CEQA. So I have a lot of things I want to say very quickly.

S44-11A

First of all, I think there's a segmentation issue with regard to this EIR. I think that's true because we know that you're looking at maintenance facilities for a number of different lines and it appears that you've just tried to jam this issue onto this EIR. So I don't think that's appropriate because you're considering more traffic than is covered in the present EIR at that site.

Second, the project area that you described, as many other residents have discussed, you're talking about buying a little triangle to the north, but all of the construction is going to occur right next to our residences, so that's not -- it's quite deceptive.

S44-11B

That brings me to notice. There's a huge issue about nobody in the complex knows about it. We're talking about 280 units and thousands of people going in and out of this one driveway. And that brings me to traffic.

S44-11C

So you haven't talked about traffic that would result from the construction at the site and how this would affect all the residents who are trying to get in and out of this one entrance at Fusion.

S44-11D

There's huge issues about noise that other residents have brought up and questions about inverse condemnation. It's nice that we're here next to the airport today and there's precedent regarding inverse condemnation due to noise, so I would

S44-11E



just commend that to your attention.

S44-11F

Zoning and land use. I thought that discussion is not really adequate because you're talking about dividing an established community and you're saying that's not happening, but if you get a critical mass of trains going in and out of this one site that's basically like a finger sticking between a commercial area and a residential area, it's a problem.

Thank you.

MR. GUTIERREZ: Thank you.

Steven Johnson followed by Brandon Bentley.

S44-12A

STEVEN JOHNSON: Hi. I'm Steven Johnson. I am also a board member of the Fusion and I've been following this issue for the past few months.

You know, my personal unit, I look out my window and I look right into the Metro yard. Granted, I knew it when I bought it and, you know, right now I can't have my windows open at night because they like to test their horns at night, and just to increase that noise to a triple-, quadruple-fold is going to be a problem.

S44-12B

Another issue we're having is EMFs; electromagnetic fields. Right now our ratings are 3.8 right by the tracks from about Building 5400 on the north side and national average is .9. So when you double in the amount of trains that come across, you're going to increase that rating potentially even more.

S44-12C

As others have said, that area where it's north expansion is not really a northern expansion. It's a full expansion of all of Division 22. That area's just going to be just for storage.

S44-12D

I haven't seen personally, yet, the building plans and how the construction's going to work there and what's going to be the aesthetic appeal. Maybe you're looking at improvements. I think we need to see some more of that



information.

S44-12E

As far as -- you know, Fusion is the only residential community that is going to be impacted by any of your four sites. The other three sites are primarily industrial, and I find it very interesting that our community even got considered.

S44-12F

The other problem I see is long-term expansion. You know, it's our facility. Unless you start buying out all of Fusion and maybe buying out the office buildings that are next to it, there's really no other place to expand right there. You're pretty much tied in with streets, with corridors, with buildings that are probably not taken -- that you can't take over, where the other sites you have a lot longer, bigger expansion.

S44-12G

So I think the best thing would be, obviously, build and consolidate and get rid of that facility altogether and bring up our property values and do the reverse. I'm sure we would all be happy with that.

So we would just like to keep seeing more information but, obviously, the association and the homeowners are wholly against this. We have 280 homes, over 500 to 600 residents that would be impacted by this.

MR. GUTIERREZ: Thank you.

If we could have Brandon Bentley next followed by Mason Rother.

S44-13A

BRANDON BENTLEY: Brandon Bentley, resident of Fusion. I live in Building 5400 which is the closest building to the tracks that enter Division 22 facility.

Trains. What'd you say? 17, I think, is the number someone gave. 17 trains that are there now expanding to 70 trains. That's 70 trains going by my front door every day. More than that, because we have the other track that goes to and fro every day as well.

But if you don't think that that's going to impact the way that I live in my



S44-13B | home, the way that you live in your home if you lived that close -- granted, when we all bought in Fusion we knew that that facility was there, but we did not expect for them to double or triple or quadruple the size of that facility.

And it's not even the size. It's the number of trains that are going in and out of that facility.

S44-13C | And, to reiterate everything that everyone else has said from Fusion here, the little triangle that you're talking about, you've already stated you're not putting a building on that site. You're just using that to store your trains.

All the buildings are going to be expanding, the buildings that are currently there, which means two years of construction, two years of dust and noise, all of that right on top of us and I don't think that's right.

S44-13D | I think either one of the two LAX facilities would be much bigger. Your board over there says that the expansion possibilities on Site 22 after this expansion are zero. The expansion possibilities on your other three sites, you can practically double those.

S44-13E | Why would you go for this one when you can't expand when you know you want to expand in the future, you want to add more rail lines to the city of L.A., which the city of L.A. needs.

Why would you pick a site that you cannot expand any further than what it is right now. Why not go with a site that you can take and you can build it to what you need now but it can also expand for your future needs.

Thank you.

MR. GUTIERREZ: Thank you.

Mason Rothert followed by Joel Reeves.

MASON ROTHERT: Hi. My name's Mason Rothert. I'm a resident of



Fusion as well.

S44-14A

I want to say pretty much everything that my fellow residents are saying about property values and traffic and noise. It's a problem but I think that what we're also leaving out is the fact that behind Fusion is a massive power grid for the Edison power station.

You've got a lot of electricity blasting out there. You're going to put more overhead contact lines for trains that are already there.

I've got an eight-month-old daughter. I've got a wife who works at home, and I'm very concerned about the electromagnetic field that's going to increase with that.

So I hope that you guys find something that's away from Fusion. We have too many children, too many young families and we don't need to increase that electromagnetic field.

So thank you.

MR. GUTIERREZ: Thank you.

Joel Reeves followed by Erin Monroe.

S44-15A

JOEL REEVES: Joel Reeves. I also live in the Fusion condo complex. Just to reiterate what my neighbors have said eloquently, I vehemently oppose Division 22 as well as Site 17, the Marine/Redondo one, for three main reasons.

One, as a citizen of Hawthorne, the MTA's disclosure and announcement of possible sites was not handled, in my understanding, according to procedure.

Number two, as a resident, I'm concerned about possible radiation and other health-related issues and impact on my family, just like Mr. Rothert pointed out.



S44-15B | I don't understand the total impact of electromagnetic fields, but it makes me nervous enough that we've got the power grid behind us, we've got the rail station right here. The last thing I want to do is to increase that.

S44-15C | And, thirdly, as a real estate professional, I'm extremely concerned about property values especially in Fusion, as well as the entire area, and I personally don't want to see my property value go down.

Thank you very much.

MR. GUTIERREZ: Thank you.

Erin Monroe followed by Alex Vargas.

S44-16A | ERIN MONROE: Hi. My name is Erin Monroe. I also live at the Fusion complex.

I actually live on the opposite side, away from the train station that's there, and I actually can hear it from my window as well. I keep my windows closed at night. The light is very, very bright.

To piggyback on what everybody else has already said, I would like to say all that plus the electromagnetic field.

S44-16B | We have babies; a lot of newborn babies. Those are very young families that live there. So just -- I feel like I'm in an Erin Brockovich movie with -- you know, with that it's a very scary thing if you live there.

I live at home. I work at home. I'm there all day long. My fiance's there all day long. It's a big deal to us.

S44-16C | Property values -- I mean, we can't even imagine. There's so many more things that I want to say.

S44-16D | The wall that separates us from the train station is literally from where you're standing to probably about this post and it's probably about a foot-wide brick



S44-16E | wall that's maybe a little higher than me. It's not very much of a separation. I mean, we're talking, when people are saying 50 feet, it's literally 50 feet. It's right there.

What else did I have to say.

S44-16F | Also, the security. All of those people coming in and out, 70 more trains, all those construction workers, all those people in and out.

There is the one driveway everybody keeps talking about, again, about that wide, separated by the brick wall. There's a lot more people coming to our backyards.

S44-16G | 280 units. That's a lot of homes in that tiny, little area. A ton of people are going to be affected by just this one simple thing that can be easily put somewhere else. It's just a lot of people to move and to affect that way.

S44-16H | Also, the consultation. I've only received one letter about a month ago and this was already all done. Never once was I asked if I was okay with this. So that's the last thing I'd like to say.

Thank you.

MR. GUTIERREZ: Thank you.

Alex Vargas followed by Peter Jorgensen.

S44-17A | ALEX VARGAS: Hi, there. My name's Alex Vargas. I'm the mayor pro tem for the City of Hawthorne and I'm here in solidarity with the residents of Hawthorne and the residents of the Fusion complex.

And I just wanted to make note that the City of Hawthorne city council has passed a resolution opposing the expansion of the maintenance facility at the right north of the Fusion complex. So that's one of the things I wanted to note.

But I personally am here as mayor pro tem for the City of Hawthorne in solidarity with the residents. And I definitely won't take away some of the points that



the residents want to make, but we are opposing it because it is adjacent to residences and the increased activity is going to affect the residents in a negative way.

S44-17B

And also I want to make note that to the northwest we also have some hotels and some long-term-housing hotel complexes right there that might be affected as well.

S44-17C

And one of the things I want to -- you could take away is -- okay, if not build it here, where else.

Well, this is a site that is very small. It's about 3.5 acres, 4 acres at the max, so the opportunity for expansion is not there. And we do have three other sites that are not surrounded by residences which is one of the major considerations that you should have.

S44-17D

And I also wanted to touch base on the evaluation process and the gentleman did say that they were going to take the totality of all the information but, as we know, this is public money and everything I do and everything all the other agencies stated they do are subject to accountability.

So we would hope that there's going to be some accountable information that's going to be presented to the taxpayers and to the residents.

MR. GUTIERREZ: Thank you.

Peter Jorgensen followed by Rob Antrobis.

S44-18A

PETER JORGENSEN: Good evening. My name is Peter Jorgensen. I'm the district manager of DHL Global Forwarding, the largest tenant at Redondo Beach, the site referred to in the project as Marine/Redondo Beach Alternative.

I'm here to state that DHL clearly opposes the selection of the site as preferred alternative for the new light rail maintenance facility.

DHL has been a tenant at the site for five years. We have a lease left for



S44-18B

five years and we have an option for another five years.

Before moving to this facility, we paid for an extensive research for properties that were large enough to suit our operation's needs and close enough to the last remaining competitor in our industry. Literally, this was the only location we could find and the same would be true if we did another search today.

After spending roughly 7 million dollars on improvement and going through extremely lengthy and expensive process to be certified and bonded by U.S. Customs and TSA, it would be a great burden to have to go through the same process soon after this is completed.

S44-18C

In addition, it is the only gateway facility of DHL Global Forwarding in the western U.S. and any disruption on the move and our critical freight and our employees' working environment would have considerable impact on the DHL system and our customers globally.

We currently employ 337 people at this location including 212 office employees and 125 warehouse employees. These are good paying jobs. The average annual income of an office worker is around \$70,000 and for warehouse \$75,000. The majority of these jobs are union jobs as well represented by Teamsters Local 986.

On behalf of DHL and hundreds of employees, we rely on these highly paying jobs.

Thank you.

MR. GUTIERREZ: Thank you.

Rob Antrobis followed by Ken Alpern.

ROB ANTROBIUS: Good evening. My name is Rob Antrobis. I'm the vice president for AMB Property Corporation and an officer out of our Los Angeles office.



S44-19

We're the landowner of 4000 Redondo Beach Boulevard. Our property is referred to as the Marine/Redondo Beach for purposes of this maintenance facility site selection process.

I am here to state AMB's unambiguous position -- opposition to the selection of our property for a Metro maintenance facility in conjunction with the Crenshaw/LAX Transit Corridor project. We want to be clear that under no circumstances would we be a willing seller.

AMB is one of the leading owner-operators of air freight and distribution facilities in the world and we are especially prominent here in Southern California.

This particular property stands out as unique because of its size, proximity to the airport and support by the city of Redondo Beach. It is because of this fact that this type of property is literally irreplaceable.

And I am also here to support the interests of our two principal tenants, DHL Global, whom you just heard from, and JR286.

DHL Global is a leader in the air and ocean freight market, and JR286 is an entrepreneurial leader in the manufacturing and distribution of branded licensed sports products. JR286 actually just became the exclusive distributor for the Nike brand.

To recommend or select this site as a prospective location for a maintenance facility would jeopardize both of these companies and, most importantly, the over 400 employees they have at this site.

We respectfully urge you to select a site with less significant impacts or, at the very least, a willing seller.

Thank you.

MR. GUTIERREZ: Thank you.



Ken Alpern is next followed by Jim Machado.

S44-20A

KEN ALPERN: Good evening. My name is Ken Alpern and I co-chair the Grassroots Friends of the Green Line. I am also Bill Rosendhal's counsel, District 11, Transportation Advisory Committee Co-chair but, really, I can only speak for myself.

I have been a big advocate of the Crenshaw Line and the Green Line going to the South Bay for quite some time, but I also understand the principles that they have to be cost effective and also we need to, if possible, go in the path of least resistance. And I could be wrong, but I'm getting the idea Hawthorne's not too foolish about their local site.

S44-20B

Also, Redondo Beach, you know, to be my knee-jerk sort of selfish, preferred place, because it would help get the Green Line into the South Bay, that, unfortunately, has to sort of step below the options of 14 and 15 for a very painful reason.

S44-20C

Those of us who have dealt with the FAA blocking, really blocking the fact that we've Green-Lined to LAX, we may discover to our horror that that is not gonna -- that's going to continue. That's going to drag on. There will always be obstructionists.

S44-20D

It may force us, to our horror, that we have to establish a maintenance location north of the LAX runway simply because getting the Expo Line to LAX, Century and Aviation will be something that we can do before the connection to Green Line.

This isn't something I say happily but I've been observing the FAA obstructionism for quite a few years -- a decade, as a matter of fact -- and this is just a hard, painful reality.



S44-20E |                   What's interesting is I've not yet heard any Westchester residents  
badmouth either 14 or 15 by preference in terms of the shape and the size is for 15 for  
that reason.

S44-20F |                   And on a final note, we do realize we're trying to extend the Crenshaw  
Line to the Wilshire corridor and beyond, maybe, so having a very large but expensive --  
I'm sorry -- expensive, large facility may be, in the short and long run, the right thing to  
do.

Thank you very much.

MR. GUTIERREZ: Thank you.

Jim Machado followed by Craig Saulsbury.

JIM MACHADO: Jim Machado and I would just like to say shame on  
you MTA.

S44-21A |                   How you can stand in front of us and give a presentation like this and  
put up a chart where the Fusion is standing there, with all those people, all the  
construction, the 70 trains coming forward, and what do you do? You show a small  
graphic as if that was going to be part of the action. I don't know how you could stand  
in front of us and give us misinformation like that.

We're only a few people here. When they leave and they take this  
information, it goes out to the community and that's how it's going to be voted.

There's only a few of us. These people are giving the community  
misinformation.

I insist that you change that damn chart and put on it where the Fusion  
is, where the kids are and what you're trying to do.

I don't know who's going to get the benefit of your choice, but how we  
ended up at the very last minute on the list, how we ended up not getting any



information shows me poor government and poor administration.

I am ashamed of both of you.

MR. GUTIERREZ: Thank you.

Next speaker is Craig Saulsbury followed by Celinda Vasquez.

CRAIG SAULSBURY: Yes. Craig Saulsbury, also a resident of Fusion.

You know, it's very difficult to stand up here and make a lot of great points when most of them have already been made. I think the last presenter with a lot of zest really hit two points.

S44-22A

I'm standing in the back room with a four-month-old. My wife's traveling. I'm a concerned resident so I'm here, actually, with a young baby which is one of many at this facility.

And I'd actually ask any of you guys to come on any day and see how many strollers are being pushed around and ask if that's where you'd want your kid to be.

With the last gentleman, a couple points that I'm just standing back there all night listening to is everybody's transparency and disregard.

S44-22B

The amount of transparency has obviously been lacking and I hope you guys take it to heart and really take a moment to say if this is a location near the Fusion property that you want to use, did you actually give the people around it the ability to have a voice.

Full disclosure absolutely not there.

Disregard. I've seen multiple people with MTA badges leaving. I've seen people in the back room chatting.

We're your constituents in a sense. We're the people that hopefully we're working -- Mr. Diaz I talked to for quite a while. He's like, "We want to be good



neighbors." I haven't seen much neighborly interaction happening here.

S44-22C

I think you guys really need to take a look at the court reporter's list and line item every single thing that's been discussed. There's no reason for me to reiterate it except for really take a good look and when you say industrial for the other options and leave it out for this option, I'm wondering, if we go back to the transparency piece, are you guys really being transparent with us.

Thank you for your time.

MR. GUTIERREZ: Thank you.

Celinda Vasquez followed by Mike Stevens.

S44-23A

CELINDA VASQUEZ: My name is Celinda Vasquez and I'm a homeowner at Fusion and I'm also a mother of a two-year-old.

I grew up in the area so I'm very familiar with the community and I'm really displeased with the description of this project.

We are absolutely -- this site is absolutely bounded by residents. I see children all over the complex and it really is disheartening to be here as a mother and to really understand clearly that that has not been taken into consideration.

S44-23B

The health impacts, as others mentioned before, the EMFs. We were concerned when we first purchased our home four years ago, five years ago. We did the research and we felt comfortable with what was in place at the time.

S44-23C

My building is right next to the maintenance facility as well and we hear the noise at night. Increasing any activity there would just absolutely impact the quality of life for the residents, for the children that are there, for the families.

I urge you all to look at this. I urge our elected officials to look at this and to really voice the concerns of the residents.

The children that are not here today that will be impacted, it's just -- it's



really disheartening to see this process. And as someone that comes out of government, I just know that we can do better.

MR. GUTIERREZ: Thank you.

Mike Stevens and our last speaker card for tonight is Jeff Tiddens.

MIKE STEVENS: My name's Mike Stevens. I'm an Inglewood resident.

Years ago we -- well, it still exists. LAX expansion. Now, we covered area from Playa del Rey all the way to South Central Los Angeles, from El Segundo to Westchester and Culver City.

S44-24A

Now, I want to say two things here. The best solution here would be Arbor Vitae and Bellanca. That property -- Dollar Rent-A-Car has proposed a master plan for LAX to be relocated. So what we would do is just simply remove them earlier than what supposedly is going to be projected.

Bottom line is that's where it should go. There's no residences. L.A. has acquired the property all the way to the 405 Freeway.

So from what I've been able to observe here from what you have here, my choice would be for you to impact the area of Arbor Vitae and Bellanca because no one lives there. The only people that you have to really deal with is the rental agencies and LAX.

S44-24B

Now, I want to say something to the people who are here. 15 years ago, when LAX proposed to expand its airport, many of you felt that it was good for commerce and business. Those of us who lived around the airport, we tried to let you know how we were negatively impacted.

This fight is not over yet with LAX expansion. But just as you're complaining about the electromagnetic waves, we complain about diesel soot and diesel particulate matter. Benzene causes cancer.



S44-24C

I'd like for you all to keep the same frame of mind that you have today when L.A. proposes bringing this airport all the way to the 405 Freeway.

If this transit center was placed where it needs to be, at Arbor Vitae and Bellanca, LAX may not be able to expand its runway all the way to the 405 Freeway. Do you see?

We're all in this together. You have a good evening.

MR. GUTIERREZ: Thank you.

The last speaker card is for Jeff Tiddens.

JEFF TIDDENS: My name is Jeff Tiddens. I'm a resident of Fusion as well and my son's one of -- basically the troublemaker around here that's been rallying up and clapping for everybody from Fusion.

So thank you, Parker.

But he's a perfect example. He goes and plays on that play lot and 10 feet away is the wall and on the other side of it's a bunch of trains.

Not only -- luckily, we only have 17 to deal with right now but I can tell you he's been woken up in the middle of the night not because of traffic on the railway right there, but actually up in front of Fusion where they're pulling in some of the cars out on the semis.

Have you ever heard a semi try to stop with a megaton trailer on the back at 2:00 in the morning? Guess what. It wakes you up. And it's woken him up and it's woken us up.

That's only one part of the noise pollution that we're going to have. If you have 70 more trains coming in, guess what, you're going to have a lot more pollution.

All the construction that goes back there, guess what, that's back by the

S44-25A



S44-25B

play area. That's where our kids are going to have all that dust and exhaust coming into their lungs.

My kid's played back there. I've seen hundreds of other kids play back there and our Fusion apartment -- or Fusion complex is young. We have a lot of young families. We're hoping to create a very family-oriented area. That only happens when people stay around.

S44-25C

And guess what. We won't be able to sell our places if we do want to move because of this. So guess what. We're going to be in there for the long haul. I hope you guys are with us.

There's two options up there that seem a lot better than going right at Fusion or D22 or whatever it is. So I hope you guys really do consider everybody's speeches tonight. They absolutely did a wonderful job expressing everything that we have.

So thank you very much.

- CLOSING REMARKS -

MR. GUTIERREZ: Thank you.

If there aren't any other speaker cards, I'm going to pass it back to the project manager, Roderick Diaz. Thank you.

MR. DIAZ: I won't address all of the questions, but a lot of you made a few points that I do want to address related to the layout of the facilities. That is a fair point and that's why I pointed out the pages in the Environmental Document where those are pointed out. We will make efforts to place them on boards for our public hearing and into the presentation. That is a fair recommendation to make.



A lot of you did mention notice. We did purchase commercial mailing lists within a half mile of each of the sites that were purchased. Maybe some of you are new people who purchased into it that aren't on the commercial mailing lists that we purchased.

If there is a way where we can enter your complex and put hangers on the doors or whatever and make flyers, we'd like to be able to do that, and maybe one of you can contact me with a way and a strategy to have better notice related to this.

All of you who did sign in are on our mailing list now and will receive notices, most prominently through e-mail, of future meetings and future activities related to this project.

But we're glad that you all did get notice of this meeting and were able to come tonight. So we do look forward to attendance at the March 31st hearing. It will be structured in the very same way.

The last thing I will address is the evaluation criteria. Of course, we do have evaluation criteria. There are some listed there in terms of a comparison of proposed alternatives, but it's impossible at this point as to what's the most compelling of all of these evaluation criteria.

Part of what we get from these hearings is to get a sense of what is important to the residents and that's why I say the totality of the comments and the technical information is what we use to make recommendations to our Board.

And so with that, Edgar, did you have any closing comments?

MR. GUTIERREZ: No.

MR. DIAZ: Okay. I'd like to thank you all for coming this evening. We did certainly hear a lot of good comments and a lot of very technically focused ones that we do have to focus on and develop responses to.



There are people in badges. We will remain until the end of the period and even after if you so choose to stay with us.

I don't know if there are airport representatives here but we'll stay as long as we're allowed to stay.

Thank you very much. If we can answer any more questions, we'd be happy to do so.

Thank you.

And if you want to attend our next hearing, it's March 31st.

(At 8:00 p.m. the meeting was closed.)

-oOo-





**COMMENT: S.44-1. Robert Leabow.**

**Response to comment S.44-1A.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**COMMENT: S.44-2. Chris Richert.**

**Response to comment S.44-2A.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.44-2B.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.44-2C.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.44-2D.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.