

WEBVTT

1

00:00:05.061 --> 00:00:19.030

Rosalba Gonzalez, LA Metro: Good evening, everyone, and thank you for joining us tonight. My name is Rosalva Gonzalez. I'm the Community Relations Manager and Project Lead for the Los Angeles General Medical Center Metrolink Commuter Rail Station project.

2

00:00:19.261 --> 00:00:29.221

Rosalba Gonzalez, LA Metro: And it is my pleasure to welcome you to tonight's meeting, where we are eager to hear from you and share this new opportunity with the community.

3

00:00:29.761 --> 00:00:32.291

Rosalba Gonzalez, LA Metro: Before we begin, next slide, please.

4

00:00:36.021 --> 00:00:41.811

Rosalba Gonzalez, LA Metro: We do want to take the time to thank you all for taking the time out of your evening to join us for

5

00:00:41.901 --> 00:00:58.850

Rosalba Gonzalez, LA Metro: for this important discussion as we introduce the LA General Medical Center Metrolink commuter Rail Station Project to you, as an opportunity to open the community area to regional access across LA County through Metrolink's

6

00:00:59.091 --> 00:01:08.781

Rosalba Gonzalez, LA Metro: And additionally, opening it up as an opportunity for the staff at local hospital, the patients, their families, And...

7

00:01:09.281 --> 00:01:16.261

Rosalba Gonzalez, LA Metro: Most importantly, Broadening our connection and public... opening the public transit opportunities in the area.

8

00:01:17.491 --> 00:01:23.681

Rosalba Gonzalez, LA Metro: Before we begin, I would like to go through some housekeeping items. Next slide, please.

9

00:01:24.611 --> 00:01:30.751

Rosalba Gonzalez, LA Metro: This is a virtual meeting. Attendee cameras are all off, and microphones are muted.

10

00:01:32.181 --> 00:01:36.950

Rosalba Gonzalez, LA Metro: You will have an opportunity to submit your questions by using the Q&A feature.

11

00:01:37.311 --> 00:01:43.420

Rosalba Gonzalez, LA Metro: This meeting is being recorded. A video file will be posted on our website at metro.net.

12

00:01:43.661 --> 00:01:45.891

Rosalba Gonzalez, LA Metro: forward slash LAGMC.

13

00:01:46.731 --> 00:01:50.400

Rosalba Gonzalez, LA Metro: Simultaneous Spanish interpretation is available via Zoom.

14

00:01:50.541 --> 00:01:53.281

Rosalba Gonzalez, LA Metro: Click the interpretation icon below.

15

00:01:53.611 --> 00:01:59.991

Rosalba Gonzalez, LA Metro: Additionally, if you or you have loved ones that you would like them to join this meeting.

16

00:02:00.091 --> 00:02:15.461

Rosalba Gonzalez, LA Metro: But they can't access a computer. They are free to call in. The phone number is 669-444-9171, and the meeting ID is 896-7629-6918.

17

00:02:15.611 --> 00:02:28.341

Rosalba Gonzalez, LA Metro: And for those needing Spanish interpretation, our Spanish line is error code 213-282-5661-PIN-0127.

18

00:02:28.681 --> 00:02:32.000

Rosalba Gonzalez, LA Metro: I will share this slide in Spanish, so

19

00:02:32.411 --> 00:02:35.850

Rosalba Gonzalez, LA Metro: Please provide me a minute to share this in Spanish.

20

00:02:36.651 --> 00:02:41.460

Rosalba Gonzalez, LA Metro: Bueda repasar los asuntos administrativos.

21

00:02:41.791 --> 00:02:46.841

Rosalba Gonzalez, LA Metro: Les damos la gracias por el participar en esta reunion comunitaria.

22

00:02:46.961 --> 00:02:55.660

Rosalba Gonzalez, LA Metro: Esta reunion es una reunion builtuar las camaras de los asistentes estan apagadas y los miroponos silenciados.

23

00:02:56.061 --> 00:03:01.460

Rosalba Gonzalez, LA Metro: Por favor, envies sus preguntas utilizando la funcion de preguntas y respuestas.

24

00:03:01.851 --> 00:03:16.490

Rosalba Gonzalez, LA Metro: Estas reunion sera grabada, la gravacion se publicara en Nuestro sitio web, en metro.net port slash L-A-G-M-C, L-A-R-H-M-S-A.

25

00:03:17.221 --> 00:03:22.231

Rosalba Gonzalez, LA Metro: Interpretacion simultania esta disponible por telefo y por sum.

26

00:03:22.421 --> 00:03:25.761

Rosalba Gonzalez, LA Metro: Por favor, aga cre que en el icono de interpretacion.

27

00:03:26.411 --> 00:03:34.871

Rosalba Gonzalez, LA Metro: Para llamar a esta reunion, puede llamar usando el telefono 661,

28

00:03:35.251 --> 00:03:52.531

Rosalba Gonzalez, LA Metro: O para entrar a la llamada en espanol, el numero de telefonos dos 3 2016, codigo, 0127.

29

00:03:53.321 --> 00:03:54.721

Rosalba Gonzalez, LA Metro: Next slide, please.

30

00:03:58.491 --> 00:04:03.110

Rosalba Gonzalez, LA Metro: Ultimamente para llegar a este canal de interpretacion.

31

00:04:03.431 --> 00:04:06.270

Rosalba Gonzalez, LA Metro: Haga los siguientes. Aga el quick en el icono.

32

00:04:06.451 --> 00:04:10.440

Rosalba Gonzalez, LA Metro: Escoja la opcion Spanish para escuchar en espanol.

33

00:04:10.851 --> 00:04:13.170

Rosalba Gonzalez, LA Metro: Y aga que ensilenciar.

34

00:04:13.311 --> 00:04:16.741

Rosalba Gonzalez, LA Metro: Audio original para silenciar a los demas.

35

00:04:17.051 --> 00:04:24.080

Rosalba Gonzalez, LA Metro: Esta presentacion estraducida y estara disponible en linea despues de la reunion.

36

00:04:25.171 --> 00:04:29.591

Rosalba Gonzalez, LA Metro: Es en punto estare hablando en ingles. Gracias.

37

00:04:30.271 --> 00:04:31.521

Rosalba Gonzalez, LA Metro: Next slide, please.

38

00:04:32.931 --> 00:04:37.300

Rosalba Gonzalez, LA Metro: How to submit questions today. For those joining us on the Zoom app.

39

00:04:37.411 --> 00:04:40.630

Rosalba Gonzalez, LA Metro: Please use the Zoom Q&A chat feature.

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00:04:40.761 --> 00:04:44.280

Rosalba Gonzalez, LA Metro: All questions and input will be shared with the project team.

41

00:04:44.481 --> 00:04:52.910

Rosalba Gonzalez, LA Metro: For common participants, please press star 9 to raise your hand and indicate that you want to ask a question.

42

00:04:53.021 --> 00:05:00.451

Rosalba Gonzalez, LA Metro: When called by the last four digits of your four... of your phone number, please press star 6 to speak.

43

00:05:01.521 --> 00:05:03.271

Rosalba Gonzalez, LA Metro: Thank you. Next slide.

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00:05:06.771 --> 00:05:18.481

Rosalba Gonzalez, LA Metro: And before we keep moving along with our community meeting, we do want to take a minute to share some resources that the community may find useful regarding knowing your rights as an immigrant.

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00:05:18.651 --> 00:05:25.601

Rosalba Gonzalez, LA Metro: This is information that you may find useful and, helpful to you or to your neighbors.

46

00:05:25.821 --> 00:05:32.900

Rosalba Gonzalez, LA Metro: Please feel free to visit oia.lacounty.gov for more information and resources.

47

00:05:33.221 --> 00:05:34.621

Rosalba Gonzalez, LA Metro: Thank you, next slide.

48

00:05:36.761 --> 00:05:40.611

Rosalba Gonzalez, LA Metro: Now, I would like to take a minute to introduce our project team.

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00:05:40.711 --> 00:05:43.450

Rosalba Gonzalez, LA Metro: First, I would like to introduce

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00:05:43.681 --> 00:05:57.910

Rosalba Gonzalez, LA Metro: Our Senior Manager, Jay Furman. He is the Senior Manager for Transportation Planning at LA Metro, who has been working with Metrolink on planning, engineering, and coordination issues for over 20 years.

51

00:05:58.521 --> 00:06:06.731

Rosalba Gonzalez, LA Metro: Now, I also would like to introduce Chris Hicks. He is the project manager with Metro's consultant Mott McDonald.

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00:06:06.861 --> 00:06:18.690

Rosalba Gonzalez, LA Metro: He has overseen both the engineering and the environmental components of this project, and through this meeting, he will walk us through the environmental design elements being considered for the site.

53

00:06:19.741 --> 00:06:21.381

Rosalba Gonzalez, LA Metro: Next slide.

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00:06:24.361 --> 00:06:32.940

Rosalba Gonzalez, LA Metro: I will go through our community meeting agenda for today. Again, my name is Rosalva Gonzalez. I'm the facilitator for tonight's meeting.

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00:06:33.021 --> 00:06:44.670

Rosalba Gonzalez, LA Metro: We've just gone through the welcome and introductions. I will welcome Jay Furman up next, who will provide a project overview and speak to the importance of this project.

56

00:06:44.851 --> 00:06:46.271

Rosalba Gonzalez, LA Metro: for the community.

57

00:06:46.431 --> 00:07:00.811

Rosalba Gonzalez, LA Metro: He will then pass the meeting to Chris Hicks, who will speak about that environmental and engineering updates about this project, and I will come along and speak on our community outreach and updates.

58

00:07:01.141 --> 00:07:05.730

Rosalba Gonzalez, LA Metro: I will pass this along to Jay. Jay, please take us away.

59

00:07:17.671 --> 00:07:28.740

Jay Fuhrman, LA Metro: If you didn't hear me because I may have been muted, apologies. Thank you, everybody, for joining us Tuesday night to learn about the LA General Medical Center project. Next slide, please.

60

00:07:29.871 --> 00:07:45.971

Jay Fuhrman, LA Metro: As far as the project location, the location of this project is near the current metro busway that goes to El Monte Station. You may be familiar with this area already. It's very close to the 10 freeway, just east of State Street.

61

00:07:45.971 --> 00:07:59.140

Jay Fuhrman, LA Metro: And it's the LA General Medical Center bus station currently. It's served by the Metro

J line, some other Metro buses, and some Foothill Transit buses, etc. So it's in this very project area.

62

00:07:59.151 --> 00:08:03.001

Jay Fuhrman, LA Metro: That you may be familiar with already if you take the,

63

00:08:03.421 --> 00:08:10.970

Jay Fuhrman, LA Metro: buses from the transit center, and you'll see more images of this area shortly. As far as key locations around

64

00:08:11.101 --> 00:08:22.081

Jay Fuhrman, LA Metro: the project area. There's, of course, the LA County General Medical Center Hospital. There's also the White Memorial Hospital nearby. Of course, the USC Keck Medical Center.

65

00:08:22.221 --> 00:08:33.911

Jay Fuhrman, LA Metro: and medical school, there's the Bravo High School in the area, and the East LA Occupational Center, and we'll zero in on this area a little bit more. Next slide, please.

66

00:08:35.401 --> 00:08:42.071

Jay Fuhrman, LA Metro: Also, in terms of the project, what it's all about is we are looking to add a Metrolink

67

00:08:42.221 --> 00:08:45.640

Jay Fuhrman, LA Metro: station along the San Bernardino Metrolink line.

68

00:08:45.831 --> 00:08:51.821

Jay Fuhrman, LA Metro: to provide direct access to this largest medical center in LA County.

69

00:08:51.921 --> 00:09:00.760

Jay Fuhrman, LA Metro: LA General Medical Center, and enhance overall transit mobility, to the medical center and for the local community.

70

00:09:00.981 --> 00:09:12.030

Jay Fuhrman, LA Metro: And the project would provide improvements to ensure a safe and convenient passenger access to get to and from the hospital and the local community and the medical

71

00:09:12.171 --> 00:09:14.321

Jay Fuhrman, LA Metro: State Center Station.

72
00:09:14.781 --> 00:09:16.520
Jay Fuhrman, LA Metro: We would build a pedestrian bridge.

73
00:09:17.031 --> 00:09:22.730
Jay Fuhrman, LA Metro: With stairs and two elevators to access the platform, which we'll be sharing shortly.

74
00:09:23.121 --> 00:09:24.561
Jay Fuhrman, LA Metro: Next slide, please.

75
00:09:25.801 --> 00:09:40.290
Jay Fuhrman, LA Metro: What is Metrolink? Let's talk about that for a second, because there's Metro and there's Metrolink. Some people may not, be familiar with the two. So, Metrolink is the large regional train service.

76
00:09:40.511 --> 00:09:43.721
Jay Fuhrman, LA Metro: That connects people that are going longer distances.

77
00:09:43.811 --> 00:10:02.681
Jay Fuhrman, LA Metro: It connects neighborhoods, cities, regions like the San Fernando Valley, and the San Gabriel Valley, or the Gateway Cities, and larger, regions around the LA County area, and even goes into the other 5 counties. The average person is taking Metrolink 38 miles.

78
00:10:02.791 --> 00:10:11.350
Jay Fuhrman, LA Metro: So it's more of a longer distance service. They use the larger Choo Choo Train locomotives, such as in this image here.

79
00:10:12.101 --> 00:10:25.801
Jay Fuhrman, LA Metro: And it's... some people call it commuter rail, we also call it regional rail, and it's people taking people longer distances. It's not metro, but it's next to the metro busway with the metro buses.

80
00:10:26.201 --> 00:10:27.671
Jay Fuhrman, LA Metro: Next slide, please.

81
00:10:28.771 --> 00:10:37.920
Jay Fuhrman, LA Metro: And this image shows kind of a nice overview of the aerial layout of where this is. Towards the bottom, you'll see the I-10 freeway.

82

00:10:38.051 --> 00:10:40.990

Jay Fuhrman, LA Metro: And then you'll see State Street, if you're familiar with that.

83

00:10:41.141 --> 00:10:48.501

Jay Fuhrman, LA Metro: bridge, and the larger yellowish-colored area is where we have the existing Metrolink train tracks.

84

00:10:48.611 --> 00:10:50.261

Jay Fuhrman, LA Metro: for the San Bernardino line.

85

00:10:50.431 --> 00:10:52.971

Jay Fuhrman, LA Metro: And right now, there are 3 Metrolink tracks.

86

00:10:53.131 --> 00:10:57.491

Jay Fuhrman, LA Metro: And Metro owns that right-of-way, the railroad area there. We own it.

87

00:10:57.651 --> 00:11:05.910

Jay Fuhrman, LA Metro: And we have 3 Metrolink tracks. It's also the busiest line on the Metrolink system, but there's no Metrolink station there.

88

00:11:06.531 --> 00:11:19.061

Jay Fuhrman, LA Metro: There is the busway station, which is in that reddish color there, and you'll see nice images of that shortly. So we have the busway station, you have the existing Metrolink tracks, but no Metrolink station.

89

00:11:19.181 --> 00:11:21.251

Jay Fuhrman, LA Metro: You also have a pedestrian bridge.

90

00:11:21.411 --> 00:11:31.491

Jay Fuhrman, LA Metro: And then to the north, there's a hill, and then you'll see Pomeroy Avenue and the large parking structure that eventually will take you, it's sort of one long walk

91

00:11:31.811 --> 00:11:35.390

Jay Fuhrman, LA Metro: One block that would take you to the medical center campus.

92

00:11:35.511 --> 00:11:36.791

Jay Fuhrman, LA Metro: So,

93

00:11:36.981 --> 00:11:43.880

Jay Fuhrman, LA Metro: The area is wide, and we own the space, and it can accommodate a nice 50-foot wide platform.

94

00:11:43.981 --> 00:11:45.751

Jay Fuhrman, LA Metro: Which you'll see better shortly.

95

00:11:46.031 --> 00:11:47.711

Jay Fuhrman, LA Metro: Next slide, please.

96

00:11:48.791 --> 00:11:54.580

Jay Fuhrman, LA Metro: Previous to this, we did a feasibility study. This was back in 2022.

97

00:11:54.811 --> 00:12:06.051

Jay Fuhrman, LA Metro: And we looked at and evaluated ways to provide reasonable transportation for people to get to the medical center campus, such as workers, visitors, vendors.

98

00:12:06.161 --> 00:12:12.890

Jay Fuhrman, LA Metro: Even patients, anybody visiting the medical center campus, could we provide a reliable way

99

00:12:12.991 --> 00:12:17.520

Jay Fuhrman, LA Metro: For them to get there without having to drive their cars. Another option.

100

00:12:18.441 --> 00:12:31.211

Jay Fuhrman, LA Metro: Something that would also be beneficial to the community that may or may not be going to the medical center, but people that would benefit from having a station in their local community, particularly to get to Union Station quickly.

101

00:12:31.471 --> 00:12:32.261

Jay Fuhrman, LA Metro: And...

102

00:12:32.381 --> 00:12:40.521

Jay Fuhrman, LA Metro: Would this also support the larger master plan for the development of the medical center campus? That would be an economic

103

00:12:40.981 --> 00:12:47.870

Jay Fuhrman, LA Metro: Catalyst to help, support jobs and growth and economic development around

104

00:12:48.421 --> 00:13:07.911

Jay Fuhrman, LA Metro: the medical center campus, and while we're at it, could we also reduce traffic congestion, improve air quality, and just overall parking demand and congestion around the area? So that was the feasibility study. The most important outcome for many people of the study was the increased Metrolink ridership.

105

00:13:08.291 --> 00:13:14.091

Jay Fuhrman, LA Metro: The study identified about 850 weekday boardings might be the typical ridership.

106

00:13:14.191 --> 00:13:18.420

Jay Fuhrman, LA Metro: At this station. It's 2045, which is out there a bit.

107

00:13:18.651 --> 00:13:19.351

Jay Fuhrman, LA Metro: But...

108

00:13:19.721 --> 00:13:29.740

Jay Fuhrman, LA Metro: Because it takes a while for the station to kind of grow and also align with our other rail lines that we're building. But it could have strong ridership.

109

00:13:29.891 --> 00:13:31.560

Jay Fuhrman, LA Metro: And would be one of the stronger

110

00:13:31.841 --> 00:13:35.620

Jay Fuhrman, LA Metro: ridership stations on the Metrolink San Bernardino line.

111

00:13:36.671 --> 00:13:38.081

Jay Fuhrman, LA Metro: Next slide, please.

112

00:13:38.731 --> 00:13:55.181

Jay Fuhrman, LA Metro: some of the benefits of the project. So, the first three here are all relating to just overall transit mobility, but in terms of regional connectivity to the regional rail system, the important thing

here is that this would provide a direct

113

00:13:55.401 --> 00:14:04.671

Jay Fuhrman, LA Metro: regional rail station that would connect in one stop to Union Station. If you were going to the west, or coming from the west, it's about a 3-minute

114

00:14:04.831 --> 00:14:13.421

Jay Fuhrman, LA Metro: running time, and you're at Union Station. And from Union Station, you can connect to the other 5 Metrolink lines, you can connect to Amtrak.

115

00:14:14.001 --> 00:14:30.441

Jay Fuhrman, LA Metro: Of course, you can also connect to the metro rail system and the metro bus system. So, it's really important for connectivity to the longer-distance regional rail system, including Amtrak. Trains even to the north, to Seattle and Chicago.

116

00:14:30.501 --> 00:14:35.871

Jay Fuhrman, LA Metro: and to New Orleans, and eventually high-speed rail. So, it really...

117

00:14:36.571 --> 00:14:53.191

Jay Fuhrman, LA Metro: provides connection to the larger rail network, especially. Overall transit connectivity, you have, at this station, you might have the Metrolink station and the busway station, and so you have multiple transit connectivity options here.

118

00:14:53.301 --> 00:14:55.171

Jay Fuhrman, LA Metro: with the Metrolink commuter Rail.

119

00:14:55.331 --> 00:15:05.780

Jay Fuhrman, LA Metro: and the Metro and the Foothill Transit buses, local and express, other local bus services, and even other options, like just walking and a bike hub.

120

00:15:05.921 --> 00:15:18.761

Jay Fuhrman, LA Metro: So, overall transit connectivity. And in terms of just mobility options, a benefit for the local community, and just another way for people to have an option to not have to drive their car.

121

00:15:19.211 --> 00:15:21.050

Jay Fuhrman, LA Metro: And if they don't drive their car.

122

00:15:21.271 --> 00:15:26.040

Jay Fuhrman, LA Metro: and incur the cost of driving their car. It also improves air quality.

123

00:15:26.401 --> 00:15:30.061

Jay Fuhrman, LA Metro: And overall safety by being in a train instead of a car.

124

00:15:30.261 --> 00:15:32.610

Jay Fuhrman, LA Metro: And reducing traffic congestion.

125

00:15:32.711 --> 00:15:33.851

Jay Fuhrman, LA Metro: in that area.

126

00:15:34.101 --> 00:15:46.991

Jay Fuhrman, LA Metro: And finally, there's economic benefits that were identified, such as when you build a rail station, it provides more business activities and commerce, and ultimately jobs.

127

00:15:47.091 --> 00:15:49.321

Jay Fuhrman, LA Metro: And can be an economic,

128

00:15:49.721 --> 00:15:53.290

Jay Fuhrman, LA Metro: Stimulator for the local area near the station.

129

00:15:53.681 --> 00:15:56.330

Jay Fuhrman, LA Metro: So those are some of the project benefits.

130

00:15:56.461 --> 00:15:58.151

Jay Fuhrman, LA Metro: That were identified.

131

00:15:58.261 --> 00:16:06.840

Jay Fuhrman, LA Metro: At this point, I would like to turn it over to Chris Hicks. Chris is going to talk to us a little more about the environmental and other project components, so...

132

00:16:06.951 --> 00:16:08.101

Jay Fuhrman, LA Metro: Thank you, Chris.

133

00:16:08.751 --> 00:16:09.600
Jay Fuhrman, LA Metro: Thank you, Jay.

134
00:16:10.321 --> 00:16:10.841
Jay Fuhrman, LA Metro: NFP.

135
00:16:10.841 --> 00:16:11.791
Chris Hicks, Mott MacDonald: We can, move on.

136
00:16:11.791 --> 00:16:13.301
Jay Fuhrman, LA Metro: To the next slide, please.

137
00:16:16.981 --> 00:16:35.221
Chris Hicks, Mott MacDonald: So, yeah, my part is going to focus a bit more on some of the technical aspects of what we've been doing for the last period on this project, some of the work that I have done, including a very large and diverse team to help support the advancement of this project.

138
00:16:35.331 --> 00:16:52.981
Chris Hicks, Mott MacDonald: On the screen just now, you can see we've conducted some environmental studies, and I'll just talk a little bit about what we've done so far. So these are the five studies that we completed, or partially completed, I should say. First one is air quality.

139
00:16:53.111 --> 00:16:57.070
Chris Hicks, Mott MacDonald: We've checked both the short-term construction and long-term exposure risks.

140
00:16:57.321 --> 00:16:58.991
Chris Hicks, Mott MacDonald: We've identified...

141
00:16:59.001 --> 00:17:16.951
Chris Hicks, Mott MacDonald: that these air quality items are supporting the improvement of local air quality, and I think Jay had mentioned in his talk there, primarily due to the... we expect the reduction of traffic from both cars and buses. We've also done noise and vibration studies.

142
00:17:16.951 --> 00:17:21.091
Chris Hicks, Mott MacDonald: Right now, the, line itself

143
00:17:21.091 --> 00:17:31.200

Chris Hicks, Mott MacDonald: is bounded by an existing Metrolink line. We also have the 10 freeway to the south, and the 5 freeway to the west.

144

00:17:31.201 --> 00:17:45.160

Chris Hicks, Mott MacDonald: of the site. There's quite a lot of background noise that already exists in this area. We don't believe by putting in station at this point that there'd be a significant change to those background noise levels in this area.

145

00:17:45.611 --> 00:17:53.420

Chris Hicks, Mott MacDonald: We've also done some cultural resources searches, so this is primarily focused on historical resources.

146

00:17:53.421 --> 00:18:14.640

Chris Hicks, Mott MacDonald: A lot of those are related to the railway infrastructure that is already in place, and some buildings, primarily dating back to the 1970s. We do have an older structure nearby, so this comes from the 10. It's called State Street Bridge that crosses over the existing Metrolink lines. That's about 100 years old.

147

00:18:14.641 --> 00:18:24.270

Chris Hicks, Mott MacDonald: But it's not currently designated as a historic structure, as well, so that's probably the oldest thing in the area as it currently stands.

148

00:18:24.541 --> 00:18:37.430

Chris Hicks, Mott MacDonald: Since we're not proposing any demolition of any buildings in this area, from the results of that study, we see that there has been a positive output on the findings from the Cultural Resources Search itself.

149

00:18:37.701 --> 00:18:53.891

Chris Hicks, Mott MacDonald: We've also, completed parts of, hazardous materials assessment. We've done our initial findings on that, but as assessed, obviously, is an existing railway line. There's certain aspects of that that we expect to remain similar.

150

00:18:53.891 --> 00:19:03.601

Chris Hicks, Mott MacDonald: As we develop it into a station. We're planning, an upcoming geotechnical investigation to complete a couple of boreholes on the area.

151

00:19:03.771 --> 00:19:21.581

Chris Hicks, Mott MacDonald: Where we expect that that will support the findings of this hazardous materials assessment, so we'll look at the soil samples, do some testing, and look at that. Currently, just now, the maintenance is on a regular cycle with Metrolink, but, you know, having a station in this area, we expect that maintenance would, you know.

152

00:19:21.581 --> 00:19:29.700

Chris Hicks, Mott MacDonald: be improved quite substantially. Therefore, you know, if there is anything in the area, then that will inherently be improved over time.

153

00:19:29.751 --> 00:19:33.710

Chris Hicks, Mott MacDonald: And lastly on this, we also have a traffic assessment

154

00:19:33.861 --> 00:19:36.151

Chris Hicks, Mott MacDonald: That was conducted in this area.

155

00:19:36.171 --> 00:19:42.871

Chris Hicks, Mott MacDonald: Again, we think that this won't generate additional traffic capacity in this area,

156

00:19:42.871 --> 00:20:06.101

Chris Hicks, Mott MacDonald: There is certainly... we're going to have a look at some of the signal timings. That's one of the recommendations from that study, to look at, you know, how people are getting in and out of that area. But we're not currently proposing any additional parking for this. You know, we see the station here as rather than a commuter station to go to somewhere else. We see this as more a destination. As we mentioned, there's a lot of the campuses, the medical

157

00:20:06.101 --> 00:20:15.190

Chris Hicks, Mott MacDonald: facility that's there, and everything else associated with that. So, that's the environmental studies that we've done thus far. Next slide, please.

158

00:20:17.021 --> 00:20:26.311

Chris Hicks, Mott MacDonald: And so with that, we found that, you know, what I've just explained and the studies that we've done, found that this is consistent with local planning and zoning.

159

00:20:26.361 --> 00:20:40.791

Chris Hicks, Mott MacDonald: It's located in an existing urban environment, so where it is, we're not really changing the land use. The surrounding development is going to remain fairly similar. We're not proposing to demolish any buildings or properties out with

160

00:20:40.851 --> 00:20:50.620

Chris Hicks, Mott MacDonald: The railway line itself, we're looking at redeveloping that, as well. So, we found that there was no real significant impacts to the environmental, as well.

161

00:20:51.021 --> 00:20:58.780

Chris Hicks, Mott MacDonald: So, I'll move on to the next slide, if that's okay. We'll talk a bit more about some of the engineering, so...

162

00:20:58.961 --> 00:21:04.280

Chris Hicks, Mott MacDonald: What you see on the screen just now is... is a typical sort of engineering drawing.

163

00:21:04.741 --> 00:21:08.201

Chris Hicks, Mott MacDonald: We have color-coded some of these aspects.

164

00:21:08.311 --> 00:21:11.680

Chris Hicks, Mott MacDonald: This is the first one. This is a plan view of the station.

165

00:21:11.851 --> 00:21:14.300

Chris Hicks, Mott MacDonald: Top-down view, so the color coding.

166

00:21:14.411 --> 00:21:22.091

Chris Hicks, Mott MacDonald: On there, we've highlighted 5 or 6 key items within there, so in the blue is the new, station itself.

167

00:21:22.221 --> 00:21:38.661

Chris Hicks, Mott MacDonald: Which is, 680 feet long, 50 feet, wide as well. So it's quite a large central platform. The reason that it is probably larger than most Metrolink stations is due to the existing railway lines that we have there just now.

168

00:21:38.661 --> 00:21:40.310

Chris Hicks, Mott MacDonald: So we have...

169

00:21:40.311 --> 00:21:59.070

Chris Hicks, Mott MacDonald: two revenue service lines on the sort of southern extent of that, and we had a third maintenance away spur track, which is infrequently used. Our intention is to remove the middle track that's a revenue service and shift that onto the existing track line for that maintenance-away track is.

170

00:21:59.071 --> 00:22:05.651

Chris Hicks, Mott MacDonald: There's a red line on the screen, just above the blue, which runs east-west there. So going from...

171

00:22:05.671 --> 00:22:13.450

Chris Hicks, Mott MacDonald: Two revenue tracks, plus a support track, into two revenue service tracks, servicing each side of the central platform.

172

00:22:13.751 --> 00:22:32.650

Chris Hicks, Mott MacDonald: We also have, in green, the new bridge structure, which is around 80 feet in length. It's going to be about 11 and a half feet wide, and it's, you know, certainly, we already have an existing pedestrian bridge there, and maybe some of the renders, we can go into that in a bit more detail.

173

00:22:33.051 --> 00:22:45.260

Chris Hicks, Mott MacDonald: We will have two structures, the one on the left-hand side, which is... I'll show you in the renders that accesses the busway, one on the right-hand side, which is the green one, is the new bridge structure that we'll have.

174

00:22:45.781 --> 00:23:02.761

Chris Hicks, Mott MacDonald: To, the purple color, that's going to be an emergency egress, so that will allow people to get off the platform quickly if there is an emergency. That will take you on to Pomeroy, so heading off from the right-hand side of the blue line.

175

00:23:02.761 --> 00:23:19.580

Chris Hicks, Mott MacDonald: all the way into Pomeroy, as well, and across the tracks. And then in the dark blue, you can see that we've got some extra buildings. Dark blue and orange are the sort of Metrolink stuff that will require to operate the trains and maintain the area as well, so...

176

00:23:19.611 --> 00:23:29.020

Chris Hicks, Mott MacDonald: There's a lot of... lot to unpack on this drawing. It is a planned view, but the next slide that we've got will show you a little bit more about how that's going to look.

177

00:23:29.041 --> 00:23:41.091

Chris Hicks, Mott MacDonald: As well. So this is... this is more of a bird's eye view, more rendering from the southeast, which is going to look at the station itself, so now you can see what that actually looks like.

178

00:23:41.211 --> 00:23:49.911

Chris Hicks, Mott MacDonald: You've got a station here, you've got 8 canopies, which is, going to provide that shade, that coverage to the station.

179

00:23:50.011 --> 00:24:06.410

Chris Hicks, Mott MacDonald: We've got about 20% of the overall platform that will have shading coverage there, so obviously, it doesn't rain very much here, but when it does, that will cover you. Bigger issue is

more about sunlight here, and certainly in the summer months, people want to stay out of that direct sun.

180

00:24:06.471 --> 00:24:20.371

Chris Hicks, Mott MacDonald: the bridge structure, you can see the two bridges there, and again, there'll be a bigger close-up of these two that we can actually look into a bit more detail. So, this is the bird's-eye view. I'll move on to the next slide, which is an east-west.

181

00:24:20.461 --> 00:24:31.000

Chris Hicks, Mott MacDonald: Looking view. There we go. So this is a view from the station itself. On the left-hand side, this is just off the station. This is looking,

182

00:24:31.131 --> 00:24:35.521

Chris Hicks, Mott MacDonald: east, towards a Metrolink station on the San Bernardino line.

183

00:24:35.551 --> 00:24:51.140

Chris Hicks, Mott MacDonald: As well, and then on the right-hand side, we've got a view looking very straight on from the west, with the train. So the trains on the... on the... the one that's shown is the one that would be going into Union Station itself, so that's the direction.

184

00:24:51.141 --> 00:24:58.500

Chris Hicks, Mott MacDonald: Of travel there. Canopy colors and things like that, these are all, you know, been designed to...

185

00:24:59.611 --> 00:25:16.951

Chris Hicks, Mott MacDonald: match the... what the existing surroundings is like, using some similar color schemes and things, but these things are all open to... to discussion. You know, we're still very early on in these, studies. The emergency egress gate, you can see just in the bottom right there, as well. And...

186

00:25:17.031 --> 00:25:23.921

Chris Hicks, Mott MacDonald: One thing I just wanted to point out, so this is showing the two lines here, this central line along the canopy.

187

00:25:23.971 --> 00:25:41.610

Chris Hicks, Mott MacDonald: itself, that's where the existing second revenue line is, so the one on the left and where the canopies are, that's where most of the trains are running just now. The one on the right-hand side, which we're proposing to install here, is where the new revenue service line will go in as well. So, I'll move on to the next slide.

188

00:25:42.071 --> 00:25:54.241

Chris Hicks, Mott MacDonald: And we should have a little bit more about the bridges as well. Hopefully you can see enough of this, and there's another really good one, coming up as well. But looking at the bridge, so this is a prefabricated truss bridge.

189

00:25:54.391 --> 00:26:15.010

Chris Hicks, Mott MacDonald: And you can see that it's connected to the central stairwell itself. There's going to be 3 flights of stairs as you come off the bridge. If you're going on from Pomeroy, on the left-hand side, you'll have 3 flights of stairs to go down. On the right-hand side, you'll have two dedicated elevators to take you onto the platform, on and off the platform.

190

00:26:15.011 --> 00:26:17.601

Chris Hicks, Mott MacDonald: There as well. There'll also be some...

191

00:26:17.601 --> 00:26:29.210

Chris Hicks, Mott MacDonald: rework that will be done with the ADA access ramps there as well. So there is an ADA ramp which connects into the existing pedestrian bridge, which on the right-hand side is more grey structure.

192

00:26:29.211 --> 00:26:42.721

Chris Hicks, Mott MacDonald: That will be extended out to make sure that we've got ease of accessibility in that. And you can see that the, in fact, I'll show the next slide, because it shows a bit more detail of the bridge structure itself. So there you go.

193

00:26:42.791 --> 00:26:48.810

Chris Hicks, Mott MacDonald: This is the view that most people will see coming on and off of the station, as well.

194

00:26:48.841 --> 00:26:53.811

Chris Hicks, Mott MacDonald: So on the left-hand side, that's the one that we're proposing, the Metrolink Access.

195

00:26:53.831 --> 00:27:17.871

Chris Hicks, Mott MacDonald: Looks nice. One on the right-hand side is the existing Caltrans bridge, which connects into the busway. The one we're proposing is slightly wider, so we think that there's going to be more foot traffic that will be using that. You know, people with accessibility issues that might require space there. And again, providing two elevators. I think the existing busway is on the right-hand side, that only has one elevator.

196

00:27:18.091 --> 00:27:20.231

Chris Hicks, Mott MacDonald: Currently servicing that platform.

197

00:27:20.451 --> 00:27:29.550

Chris Hicks, Mott MacDonald: And there's also, a point I want to just highlight here as well, is that, you know, we've shown that there's a possible space for artwork opportunities. Now.

198

00:27:30.041 --> 00:27:38.541

Chris Hicks, Mott MacDonald: That's one option. That's one part of the puzzle that we're trying to solve here. So, potential for local artists to contribute to this.

199

00:27:38.541 --> 00:27:54.530

Chris Hicks, Mott MacDonald: this will be a really good space that we can get some buy-in from the community, look at options for how to, you know, beautify this. But from an engineer's standpoint, and I'm an engineer, is certainly looking at this space. We've got quite a large distance between the two structures here.

200

00:27:54.561 --> 00:28:12.701

Chris Hicks, Mott MacDonald: The reason that we're putting that board up, we could have had a handrail, but put the board up, it's a safety measure. So effectively, there is quite a steep slope on the other side of this, so again, not having risks of, you know, people climbing over safety rails, or kids, you know.

201

00:28:12.701 --> 00:28:19.950

Chris Hicks, Mott MacDonald: there will be, as I say, a reasonable drop of the other side, so a great safety measure, stops people from doing it, and actually, you know, it's going to look really nice to...

202

00:28:19.951 --> 00:28:24.260

Chris Hicks, Mott MacDonald: To see what opportunities that we can put in there, as well.

203

00:28:24.331 --> 00:28:38.041

Chris Hicks, Mott MacDonald: So, that's a little bit around the visualization. These are the static ones, and I'm going to get the next slide, which is going to be a run-through of the visualization as well, so you get to see

204

00:28:38.041 --> 00:28:52.901

Chris Hicks, Mott MacDonald: how this station actually looks in real time. So there's going to be a few fly-throughs of bird's eye views, looking at, you know, pretend it's a drone or something like that, so see how the station is. You can see there's the emergency exit highlighted in there.

205

00:28:52.911 --> 00:28:55.720

Chris Hicks, Mott MacDonald: So this is gonna go down to the station.

206

00:28:56.171 --> 00:29:00.630

Chris Hicks, Mott MacDonald: You can see the canopies providing the shade in there.

207

00:29:00.761 --> 00:29:03.501

Chris Hicks, Mott MacDonald: Here's a Metrolink train coming in.

208

00:29:03.861 --> 00:29:15.530

Chris Hicks, Mott MacDonald: people are ready to board it. Again, we have this. This is our mini-highs, they're called, so this is to allow for, people with restricted mobility or require access at platform level.

209

00:29:15.771 --> 00:29:19.600

Chris Hicks, Mott MacDonald: As well. So this is just a quick fly-through of...

210

00:29:19.741 --> 00:29:25.990

Chris Hicks, Mott MacDonald: What the station itself looks like, and this is bringing you up to the bridge structure. Try to make it look

211

00:29:26.121 --> 00:29:27.980

Chris Hicks, Mott MacDonald: You know, pretty, in a way.

212

00:29:27.981 --> 00:29:47.821

Chris Hicks, Mott MacDonald: different colors, all these things are open for discussion, you know. And here's the two elevator structures that you can see. So there we go, we've got some... we've got one access point, but we've also got a redundancy of a second elevator there. So again, we think there's going to be a lot of people that will require to use that more often than the stairs that are provided there as well.

213

00:29:48.791 --> 00:29:52.391

Chris Hicks, Mott MacDonald: And that's the view from the bridge structure.

214

00:29:53.111 --> 00:29:55.470

Chris Hicks, Mott MacDonald: Onto Pomeroy. Main access.

215

00:29:56.541 --> 00:30:01.291

Chris Hicks, Mott MacDonald: Okay, I think that is... The end of the video, and...

216

00:30:01.691 --> 00:30:06.591

Chris Hicks, Mott MacDonald: If we go on to the next slide... There we go.

217

00:30:08.921 --> 00:30:23.020

Chris Hicks, Mott MacDonald: So, construction costs. So, I've given you a very quick, brief overview, shown you some engineering drawings, showed you some visualizations, you've hopefully taken in some of that video and what that might look like in this area as well.

218

00:30:23.231 --> 00:30:31.081

Chris Hicks, Mott MacDonald: So we've talked about those main aspects. So again, new platform, the shelter canopies, we've talked about the track removal and replacement.

219

00:30:31.261 --> 00:30:33.930

Chris Hicks, Mott MacDonald: Bridge, elevator, and stair construction.

220

00:30:34.041 --> 00:30:42.051

Chris Hicks, Mott MacDonald: Upgrading the access on Pomeroy, and providing alternative access and egress points on Pomeroy as well.

221

00:30:42.191 --> 00:30:53.570

Chris Hicks, Mott MacDonald: So we made an estimate of the cost. Our current estimates, have a range between \$100 and \$150 million based on last year's prices, or end of 2025 prices.

222

00:30:53.931 --> 00:31:09.811

Chris Hicks, Mott MacDonald: That includes quite a reasonable amount of contingency. So that's something to consider, is that at this very early stage in design, we're quite uncertain. We've moved things forward to around about a 30% design level. We're environmentally clear in the project.

223

00:31:09.811 --> 00:31:24.331

Chris Hicks, Mott MacDonald: still a lot of work to do to get that number down more accurately, but that gives you an idea of what something like this costs. One thing I wanted to highlight as well is the... I suppose, is the uncertainty around the next phase of the funding.

224

00:31:24.461 --> 00:31:33.480

Chris Hicks, Mott MacDonald: Right now, we're nearing completion of that 30% design, and Metro are going to be exploring different avenues of funding to take the project forward.

225

00:31:33.591 --> 00:31:37.131

Chris Hicks, Mott MacDonald: Into the next phases beyond where we currently are.

226

00:31:37.881 --> 00:31:44.390

Chris Hicks, Mott MacDonald: So that is me from my section, and I'm going to hand you back over to Rizalba to continue the conversation.

227

00:31:44.771 --> 00:31:45.760

Chris Hicks, Mott MacDonald: was Elba?

228

00:31:45.981 --> 00:31:52.811

Rosalba Gonzalez, LA Metro: Thank you, Chris, and... Thank you, Jay, for your presentations and sharing

229

00:31:53.081 --> 00:31:57.030

Rosalba Gonzalez, LA Metro: More about what this project is, and where we're at.

230

00:31:57.181 --> 00:32:07.431

Rosalba Gonzalez, LA Metro: This is one of Metro's commitments to share and introduce this project at the very beginnings of planning this project.

231

00:32:07.551 --> 00:32:15.931

Rosalba Gonzalez, LA Metro: Again, it is still too new. We are, again, in this phase of planning, and

232

00:32:16.131 --> 00:32:26.791

Rosalba Gonzalez, LA Metro: we're exploring future funding opportunities, but we wanted to, as always, engage with the community. We've had opportunities to

233

00:32:26.991 --> 00:32:31.390

Rosalba Gonzalez, LA Metro: Go door-to-door with the community, reaching out to people.

234

00:32:31.701 --> 00:32:49.870

Rosalba Gonzalez, LA Metro: at their doorstep, sharing information about what this project means and how it will connect Boyle Heights, Lincoln Heights, El Serena, and East LA to the larger Southern California region that Metrolink provides. Additionally, this is an opportunity for those who work

235

00:32:49.961 --> 00:32:53.661

Rosalba Gonzalez, LA Metro: Live and play near this area.

236

00:32:53.991 --> 00:33:06.771

Rosalba Gonzalez, LA Metro: have an opportunity to have a place that they can arrive to, instead of having to arrive at Union Station or to the east at LA and just double back to this area.

237

00:33:07.081 --> 00:33:14.940

Rosalba Gonzalez, LA Metro: We are committed to doing this, and we are... wanted to share what... how we've done it.

238

00:33:15.471 --> 00:33:18.741

Rosalba Gonzalez, LA Metro: And... more information on that. So...

239

00:33:19.121 --> 00:33:32.580

Rosalba Gonzalez, LA Metro: We have partnered with community-based organizations, including Avante Latino, the Weingart YMCA. We have connected with our community partners, with Supervisor Hilda Solis.

240

00:33:32.761 --> 00:33:36.741

Rosalba Gonzalez, LA Metro: And other organizations, including the Wellness Center.

241

00:33:37.041 --> 00:33:42.001

Rosalba Gonzalez, LA Metro: Part of our outreach and sharing the information is through our

242

00:33:42.091 --> 00:33:56.131

Rosalba Gonzalez, LA Metro: Survey where we wanted to learn from the community and hear from them, whether it's a transit rider, a local community member, a worker, about what they see or think about this project.

243

00:33:56.201 --> 00:34:12.491

Rosalba Gonzalez, LA Metro: Overall, we collected 556 community surveys, both in English and in Spanish. This was through local transit riders that we met, either at Union Station, at the LAGMC bus stop here in the area.

244

00:34:12.490 --> 00:34:21.861

Rosalba Gonzalez, LA Metro: And at community events, including the Camino City Terrace and the farmers markets that the LA General Medical Center and Adventist White Memorial

245

00:34:22.201 --> 00:34:28.941

Rosalba Gonzalez, LA Metro: post on a monthly basis. Additionally, we were part of a couple of job fairs that connected those

246
00:34:30.151 --> 00:34:34.151
Rosalba Gonzalez, LA Metro: In the community, Next slide, please.

247
00:34:38.081 --> 00:34:46.471
Rosalba Gonzalez, LA Metro: Overall, this is a big picture of how we reached out to the community. We were very happy to share, our...

248
00:34:46.591 --> 00:34:51.450
Rosalba Gonzalez, LA Metro: The beginnings and... beginning planning stages of this project.

249
00:34:51.621 --> 00:34:58.040
Rosalba Gonzalez, LA Metro: As you can see, we... we were speaking directly to those that were part of this area.

250
00:34:58.371 --> 00:35:02.961
Rosalba Gonzalez, LA Metro: We want to share what we've heard on the next slide.

251
00:35:07.921 --> 00:35:09.131
Rosalba Gonzalez, LA Metro: Thank you.

252
00:35:09.241 --> 00:35:13.440
Rosalba Gonzalez, LA Metro: So, what we heard from the community that we spoke with,

253
00:35:13.561 --> 00:35:19.721
Rosalba Gonzalez, LA Metro: 51% used Metro, whether it was our Metro Rail, our Metro bus.

254
00:35:20.161 --> 00:35:34.371
Rosalba Gonzalez, LA Metro: Next was 29% who used Metrolink, and 13% that were using local... the LA Dash. And this shows how strong, strongly needed public transit is, and how strong the community is

255
00:35:34.501 --> 00:35:36.560
Rosalba Gonzalez, LA Metro: Dependent on public transit.

256
00:35:36.901 --> 00:35:38.241

Rosalba Gonzalez, LA Metro: Next slide, please.

257

00:35:39.131 --> 00:35:50.340

Rosalba Gonzalez, LA Metro: We also wanted to know how people use transit in the community, why they use it, how they use it, and it's clear that it's primarily used to get to work.

258

00:35:50.441 --> 00:35:53.680

Rosalba Gonzalez, LA Metro: It's also to connect with family and friends.

259

00:35:54.091 --> 00:36:05.060

Rosalba Gonzalez, LA Metro: to go to shop... to buy... to shop and to connect, whether it's through entertainment, vacations, medical centers, these are all key

260

00:36:06.051 --> 00:36:12.891

Rosalba Gonzalez, LA Metro: Key information that informs how well this, this, this community would use this station.

261

00:36:13.511 --> 00:36:14.631

Rosalba Gonzalez, LA Metro: Next slide.

262

00:36:15.481 --> 00:36:23.070

Rosalba Gonzalez, LA Metro: Lastly, we asked those who we spoke with how likely they were to use this new Metrolink station if it were to be built.

263

00:36:23.701 --> 00:36:31.671

Rosalba Gonzalez, LA Metro: Overwhelming majority, 64%, was very likely, close to very likely, to use this station.

264

00:36:31.751 --> 00:36:44.661

Rosalba Gonzalez, LA Metro: This is heartening for this... this project that is always seeking funding for... through future grants or other opportunities that may arise. So, a strong commitment from the community is always helpful.

265

00:36:45.411 --> 00:36:46.581

Rosalba Gonzalez, LA Metro: Next slide.

266

00:36:47.101 --> 00:36:49.301

Rosalba Gonzalez, LA Metro: Now, we want to hear from you.

267

00:36:49.571 --> 00:36:58.370

Rosalba Gonzalez, LA Metro: We want to get your feedback, hear if... listen to you, and get your feedback and thoughts on whether this is

268

00:36:58.751 --> 00:37:02.491

Rosalba Gonzalez, LA Metro: good information that we've heard. If you have any thoughts.

269

00:37:02.641 --> 00:37:06.111

Rosalba Gonzalez, LA Metro: We welcome you to participate in our live poll.

270

00:37:06.271 --> 00:37:11.280

Rosalba Gonzalez, LA Metro: If you have a phone, we ask you to scan the QR code.

271

00:37:11.401 --> 00:37:16.101

Rosalba Gonzalez, LA Metro: Or use the link in the chat that will be shared in our chat box.

272

00:37:16.371 --> 00:37:18.801

Rosalba Gonzalez, LA Metro: To participate in this mini poll.

273

00:37:18.931 --> 00:37:22.491

Rosalba Gonzalez, LA Metro: Your feedback matters, and it will be shared in real time.

274

00:37:23.781 --> 00:37:25.031

Rosalba Gonzalez, LA Metro: Next slide.

275

00:37:26.651 --> 00:37:30.331

Rosalba Gonzalez, LA Metro: We'll give... ourselves a minute.

276

00:37:31.561 --> 00:37:34.650

Rosalba Gonzalez, LA Metro: To share the results that we hear from you.

277

00:37:40.681 --> 00:37:45.600

Rosalba Gonzalez, LA Metro: And our IT will help us gap that screen up. Thank you.

278
00:37:48.451 --> 00:37:52.661
Rosalba Gonzalez, LA Metro: Alright, we are hearing from a majority of you.

279
00:37:53.881 --> 00:37:57.941
Rosalba Gonzalez, LA Metro: Let's see... Got 12 responses...

280
00:38:01.411 --> 00:38:05.350
Rosalba Gonzalez, LA Metro: Give it... 10 more seconds.

281
00:38:05.931 --> 00:38:08.770
Rosalba Gonzalez, LA Metro: To give the community an opportunity to

282
00:38:09.231 --> 00:38:14.900
Rosalba Gonzalez, LA Metro: answer this question. How important is the station to you on a scale of 1 to 5?

283
00:38:19.031 --> 00:38:19.951
Rosalba Gonzalez, LA Metro: Alright.

284
00:38:22.301 --> 00:38:26.751
Rosalba Gonzalez, LA Metro: That is a strong response. 4.3 out of 5.

285
00:38:26.981 --> 00:38:30.300
Rosalba Gonzalez, LA Metro: Thank you. Could we please move to the next question?

286
00:38:31.571 --> 00:38:35.121
Rosalba Gonzalez, LA Metro: What word comes to mind when you think of the station's impact?

287
00:38:36.111 --> 00:38:42.990
Rosalba Gonzalez, LA Metro: I know it will be difficult to keep everything in one word, but we do appreciate your thoughts on this question.

288
00:39:06.261 --> 00:39:12.250
Rosalba Gonzalez, LA Metro: We'll give it 2 more seconds, IT, and we'll show the responses.

289

00:39:21.581 --> 00:39:25.180

Rosalba Gonzalez, LA Metro: Some of those words are positive, needed, helpful.

290

00:39:25.711 --> 00:39:41.621

Rosalba Gonzalez, LA Metro: important, anxious, hopefully we'll be able to answer those concerns. Medical, community, conveniences, transformative, tremendous. This is all great, and we appreciate that feedback. If you were unable to share these thoughts.

291

00:39:41.691 --> 00:39:55.261

Rosalba Gonzalez, LA Metro: on our poll, we do welcome you to share those in the Q&A chat. We will take that information and aggregate it to our data. We do appreciate your support in sharing those thoughts.

292

00:39:55.401 --> 00:40:02.850

Rosalba Gonzalez, LA Metro: And then... Before we start our Q&A, I do want to go through our project timeline, where we're at.

293

00:40:03.131 --> 00:40:09.371

Rosalba Gonzalez, LA Metro: and where we're going. Additionally, so at this time, we are finishing up this step.

294

00:40:09.591 --> 00:40:26.141

Rosalba Gonzalez, LA Metro: Collecting the information from the community, gathering feedback, and compiling the information that was received from Chris's team regarding the environmental and the engineering design aspects of this project. Our next big step is to

295

00:40:27.111 --> 00:40:43.420

Rosalba Gonzalez, LA Metro: put all of that together in... into a report that we will share with the Metro Board. Ultimately, this may be later on in the year, later on in, like, 2026. So, closer to fall, maybe even early winter. So.

296

00:40:43.691 --> 00:40:52.001

Rosalba Gonzalez, LA Metro: Please stay tuned. We will continue to reach out to the community to share any feedback and updates on... about... about this project.

297

00:40:52.071 --> 00:41:06.150

Rosalba Gonzalez, LA Metro: Again, funding has not been secured for future phases, but this is just the beginning in terms of the planning, and there will be, hopefully, future opportunities to engage and push this... advance this project forward.

298

00:41:07.011 --> 00:41:12.701

Rosalba Gonzalez, LA Metro: Now, I will invite Jay and Chris To join us on screen.

299

00:41:12.961 --> 00:41:19.280

Rosalba Gonzalez, LA Metro: And we will address some of the questions that people may have about this project.

300

00:41:19.661 --> 00:41:21.710

Rosalba Gonzalez, LA Metro: Next slide, please.

301

00:41:22.661 --> 00:41:28.670

Rosalba Gonzalez, LA Metro: And before we start with the Q&A, I do want to give a quick reminder of how to provide your Q&A.

302

00:41:29.151 --> 00:41:30.371

Jay Fuhrman, LA Metro: Next slide, please.

303

00:41:33.721 --> 00:41:39.821

Rosalba Gonzalez, LA Metro: Again, so for those who are joining on the Zoom app, please use the Zoom Q&A chat feature.

304

00:41:40.121 --> 00:41:43.670

Rosalba Gonzalez, LA Metro: All questions and input will be shared with the project team.

305

00:41:43.981 --> 00:41:46.611

Rosalba Gonzalez, LA Metro: Additionally, if you are calling in.

306

00:41:46.611 --> 00:41:52.331

Jay Fuhrman, LA Metro: Please press star 9 to raise your hand and indicate that you want to ask a question.

307

00:41:52.621 --> 00:41:57.411

Rosalba Gonzalez, LA Metro: When called by the last 4 digits of your phone number, please press star 6.

308

00:41:57.661 --> 00:41:58.521

Jay Fuhrman, LA Metro: to speak.

309
00:41:59.441 --> 00:42:00.171
Jay Fuhrman, LA Metro: Alright.

310
00:42:00.531 --> 00:42:04.361
Rosalba Gonzalez, LA Metro: So, I will look at the questions, and...

311
00:42:04.801 --> 00:42:06.700
Rosalba Gonzalez, LA Metro: I think we'll start with...

312
00:42:07.741 --> 00:42:09.651
Rosalba Gonzalez, LA Metro: A question from Bart Reed.

313
00:42:09.701 --> 00:42:10.551
Jay Fuhrman, LA Metro: We're just...

314
00:42:10.551 --> 00:42:12.451
Rosalba Gonzalez, LA Metro: The one track section starts.

315
00:42:16.501 --> 00:42:21.180
Jay Fuhrman, LA Metro: I can take... I can take this one, actually, if I may. And, and...

316
00:42:21.181 --> 00:42:35.890
Rosalba Gonzalez, LA Metro: Jay, before you start, I'm gonna combine two questions, one from Anita Diaz. The other question she had is, why would there need to be... why would we need to remove the second track? Could it serve as an alternate route in the future?

317
00:42:36.431 --> 00:42:38.991
Rosalba Gonzalez, LA Metro: So, just wanted... I think both kind of align.

318
00:42:39.731 --> 00:42:47.680
Jay Fuhrman, LA Metro: Sure, I'll, address the first one, at least. And the question was regarding the single track.

319
00:42:48.021 --> 00:42:56.850
Jay Fuhrman, LA Metro: In this particular area, there's actually 2 tracks, even 3 tracks, but we'll call it 2

tracks for now. So, in terms of the single track.

320

00:42:56.921 --> 00:43:15.960

Jay Fuhrman, LA Metro: The area from this location all the way to Union Station is double track, so I think you're referring to the area just east of the station by Marengo. There is a area where it becomes single-track, just a little bit about one block or so east of the station, and in that area, it becomes single track for

321

00:43:16.081 --> 00:43:25.560

Jay Fuhrman, LA Metro: quite a ways. And Metrolink actually has a project currently that they're working on in final design. They expect to go out to construction later this year to extend

322

00:43:25.721 --> 00:43:40.931

Jay Fuhrman, LA Metro: the double track to the east. It's going to be extended about another 6 or 7 tenths of a mile to the east. So this corridor is double track right now, but it's actually going to be extended a bit to the east. So if you look on this image here,

323

00:43:41.291 --> 00:43:44.981

Jay Fuhrman, LA Metro: That single... that double track is going to go further to the east.

324

00:43:45.111 --> 00:43:47.320

Jay Fuhrman, LA Metro: from, Marengo Street.

325

00:43:48.081 --> 00:43:55.961

Jay Fuhrman, LA Metro: Even Soto Street, just north of the I-10 freeway, along the right-of-way, further east.

326

00:43:56.111 --> 00:43:59.301

Jay Fuhrman, LA Metro: And, it only shows it so far here before it

327

00:43:59.711 --> 00:44:06.121

Jay Fuhrman, LA Metro: It ends the project limits, but it will be extended another 6 or 7 tenths of a mile to the east.

328

00:44:06.501 --> 00:44:08.570

Jay Fuhrman, LA Metro: So hopefully I've answered that question.

329

00:44:10.191 --> 00:44:11.131

Jay Fuhrman, LA Metro: Next question?

330

00:44:11.131 --> 00:44:23.060

Chris Hicks, Mott MacDonald: I think I'll just say about the track upgrades, yeah, certainly for that, that's the adjacent project, which is starting construction very, very shortly, as I understand. Our project will connect into that.

331

00:44:23.061 --> 00:44:25.120

Jay Fuhrman, LA Metro: To, to the east.

332

00:44:25.121 --> 00:44:31.581

Chris Hicks, Mott MacDonald: To the west, we're looking at some track realignment, taking us up to around about where the 5.

333

00:44:31.581 --> 00:44:39.081

Jay Fuhrman, LA Metro: crosses the existing railway lines as well, so just about as far as that. But we're not really putting in.

334

00:44:39.081 --> 00:44:55.170

Chris Hicks, Mott MacDonald: any additional lines as such. It's more about re-profiling them to allow for the regional rail trains to go on them at a reasonable speed. Right now, there's this maintenance away track, which we're proposing to upgrade, so I think they...

335

00:44:55.461 --> 00:44:56.721

Jay Fuhrman, LA Metro: a second...

336

00:44:56.721 --> 00:45:04.411

Chris Hicks, Mott MacDonald: point to that question was around, why can't we just keep the second track? So maybe if we zoom in a little bit to this drawing again.

337

00:45:05.491 --> 00:45:12.021

Chris Hicks, Mott MacDonald: And we can just show, maybe to the left-hand side, yeah, here, here is... that's perfect there.

338

00:45:12.021 --> 00:45:12.901

Jay Fuhrman, LA Metro: I can't...

339

00:45:12.941 --> 00:45:28.351

Chris Hicks, Mott MacDonald: can't put my mouse on the screen, but currently there is two tracks, so the, the main track that's being used is the bottom dashed red line, so that is one of the existing tracks there. The second track that is a revenue service one is

340

00:45:28.441 --> 00:45:39.140

Chris Hicks, Mott MacDonald: In grey, and it's where, though, it's in the middle of the blue rectangle, and where you see the canopy outlines, the little rectangles in the middle of that, that's where that second track.

341

00:45:39.331 --> 00:45:41.071

Jay Fuhrman, LA Metro: Currently is just now, so...

342

00:45:41.111 --> 00:45:43.821

Chris Hicks, Mott MacDonald: So the reason that we're having to remove that second track.

343

00:45:44.081 --> 00:45:44.561

Jay Fuhrman, LA Metro: is because.

344

00:45:44.561 --> 00:45:54.111

Chris Hicks, Mott MacDonald: because we're going to be putting the station there. Now, why can't we do something in between? Well, if you look at the left-hand side, that's State Street Bridge.

345

00:45:54.111 --> 00:46:06.800

Chris Hicks, Mott MacDonald: We are restricted to have trains between the piers, so on State Street Bridge on the left-hand side, there is these little pier lines that you can see running across. That is effectively governing

346

00:46:06.801 --> 00:46:21.990

Chris Hicks, Mott MacDonald: with the platform that we have, so whereas we could maybe bit something in and move it around, actually, we'd be going straight into one of the bridge piers. So that middle track will be removed, and then we'll be moving, that revenue service track to the.

347

00:46:21.991 --> 00:46:24.361

Jay Fuhrman, LA Metro: Bill Red Line, which is at the top of the...

348

00:46:24.481 --> 00:46:26.931

Chris Hicks, Mott MacDonald: Blue rectangle.

349

00:46:27.171 --> 00:46:32.930

Jay Fuhrman, LA Metro: Hope that's clear enough. As I say, I wish I had a pointer to show you that, but, that's the reasons why that's being removed.

350

00:46:33.571 --> 00:46:41.051

Rosalba Gonzalez, LA Metro: Thank you, Chris, and thank you, Anita, and thank you, Bart, for your questions. They were great questions and great answers.

351

00:46:41.221 --> 00:46:47.740

Rosalba Gonzalez, LA Metro: I will go on to our next question. This is from an anonymous attendee.

352

00:46:47.901 --> 00:46:55.041

Rosalba Gonzalez, LA Metro: They would like to know how this project may help mitigate any, burdened homes, or...

353

00:46:55.041 --> 00:46:58.060

Jay Fuhrman, LA Metro: Like, vibration, freeway pollution, and noise.

354

00:46:58.261 --> 00:47:02.500

Rosalba Gonzalez, LA Metro: There, he also wanted, or they also wanted to know if there is also...

355

00:47:02.871 --> 00:47:07.070

Rosalba Gonzalez, LA Metro: Mentioned that there is a ton of graffiti and illegal dumping nearby.

356

00:47:07.921 --> 00:47:11.360

Rosalba Gonzalez, LA Metro: And the tracks are poorly maintained.

357

00:47:11.511 --> 00:47:15.820

Rosalba Gonzalez, LA Metro: How will this project meaningfully improve the area, as well

358

00:47:16.111 --> 00:47:19.661

Rosalba Gonzalez, LA Metro: Area for residents, rather than just to serve commuters.

359

00:47:20.431 --> 00:47:22.191

Rosalba Gonzalez, LA Metro: Will it add noise?

360
00:47:23.601 --> 00:47:25.391
Rosalba Gonzalez, LA Metro: Chris, would you be able to answer that?

361
00:47:26.831 --> 00:47:29.831
Chris Hicks, Mott MacDonald: I think both of us probably can. I think Jay's probably...

362
00:47:30.001 --> 00:47:34.350
Chris Hicks, Mott MacDonald: ready to go there, I can... I can... supplement his answer, I'm sure.

363
00:47:34.421 --> 00:47:53.580
Jay Fuhrman, LA Metro: Sure, I can answer some of that question. There's a lot in that question, thank you for that great question. I can speak a bit to how the station would be a benefit for residents. Currently, there is no station there, so residents do not have a convenient access to a Metrolink

364
00:47:53.911 --> 00:47:55.761
Jay Fuhrman, LA Metro: A regional rail station.

365
00:47:55.911 --> 00:48:04.061
Jay Fuhrman, LA Metro: And if they wanted to go to Union Station in particular, they'd have to take a local bus or get there through some other way.

366
00:48:05.521 --> 00:48:15.541
Jay Fuhrman, LA Metro: if they wanted to go to the east, there is no direct connectivity to the Metrolink, and that Metrolink service to the east on the San Bernardino line goes all the way

367
00:48:15.691 --> 00:48:23.350
Jay Fuhrman, LA Metro: to Pomona, and it goes all the way to Rancho Cucamonga and San Bernardino, and even... to Redlands, so...

368
00:48:23.491 --> 00:48:27.430
Jay Fuhrman, LA Metro: the best... Benefit that this project has for residents.

369
00:48:27.541 --> 00:48:33.131
Jay Fuhrman, LA Metro: and people that live in the area, is that we would be adding a new Metrolink station, and if you

370

00:48:33.701 --> 00:48:38.700

Jay Fuhrman, LA Metro: We're in close proximity to that station, especially if you could walk there.

371

00:48:39.231 --> 00:48:49.801

Jay Fuhrman, LA Metro: or it was a short distance away, you would have access to that station, and you could conveniently get to Union Station, you'd have better connectivity to Union Station, and you'd have

372

00:48:50.281 --> 00:48:53.591

Jay Fuhrman, LA Metro: really improve connectivity to the east, because

373

00:48:54.021 --> 00:48:58.700

Jay Fuhrman, LA Metro: to the east, that Metrolink train goes all the way to San Bernardino, so...

374

00:48:58.831 --> 00:49:05.121

Jay Fuhrman, LA Metro: There's a large residential community south of the station, on the other side of the 10 freeway.

375

00:49:05.331 --> 00:49:23.710

Jay Fuhrman, LA Metro: And a lot of people, for those people, it's not more than a 10 or 15 minute walk, so they would now have access to the station, maybe rather than having to take a bus to get to Union Station. There are also residences that live to the west and the east, to the north of the station.

376

00:49:23.841 --> 00:49:27.340

Jay Fuhrman, LA Metro: And they would also benefit from it as well. So...

377

00:49:27.481 --> 00:49:33.970

Jay Fuhrman, LA Metro: There's a lot of benefits, that we identified that would be for residents as well, not just,

378

00:49:34.591 --> 00:49:36.971

Jay Fuhrman, LA Metro: People going to or from the medical center.

379

00:49:37.331 --> 00:49:42.931

Jay Fuhrman, LA Metro: And there's other parts of that question which I'm gonna ask Chris to take on.

380

00:49:43.691 --> 00:49:57.160

Chris Hicks, Mott MacDonald: Yeah, I mean, I think that that's obviously some of the benefits. I think, we do have the 5 and the 10 freeways. There is a large intersection there between the two, or they're crossing over each other.

381

00:49:57.331 --> 00:50:03.111

Chris Hicks, Mott MacDonald: There is a lot of noise that's generated by that. There's many lanes associated with the traffic.

382

00:50:03.111 --> 00:50:14.631

Jay Fuhrman, LA Metro: You know, as part of our noise studies, that was assessed as the current situation, the current background noise. Can't speak for Caltrans to see if they're planning to do anything with...

383

00:50:14.641 --> 00:50:20.961

Chris Hicks, Mott MacDonald: That, and a noise abatement. One of the things that maybe the residents do have here

384

00:50:21.041 --> 00:50:38.220

Chris Hicks, Mott MacDonald: Is that the existing Metrolink trains do run, and I think the first one is around about 5 o'clock in the morning at this point, and the last one at night is around about 10 o'clock at night. So there is trains going past each day, and so there is noise associated with that. You hear the trains, you'll see them.

385

00:50:38.291 --> 00:50:52.330

Chris Hicks, Mott MacDonald: But you don't have any way to use them. Your nearest station is going all the way back, you know, west or east to Cal State or into Union Station, so you don't have an option here to actually use something that you see and hear every day, so...

386

00:50:52.331 --> 00:51:05.340

Chris Hicks, Mott MacDonald: I think just sort of supplementing Jay's, you know, question, answer to that, is that, you know, having at least the option now, you know, it's still going to be there, at least now we can access it and use it to get to places.

387

00:51:05.421 --> 00:51:08.431

Jay Fuhrman, LA Metro: As well. I'm trying to see if there was another...

388

00:51:08.671 --> 00:51:11.750

Jay Fuhrman, LA Metro: part of this. I think there was something around...

389

00:51:11.751 --> 00:51:14.521

Chris Hicks, Mott MacDonald: parking lots as well.

390

00:51:14.681 --> 00:51:24.931

Chris Hicks, Mott MacDonald: There is currently no plans to put additional parking here. I think that, I'd mentioned earlier that, that this, we see, is more of a destination.

391

00:51:24.931 --> 00:51:41.340

Chris Hicks, Mott MacDonald: than a commuter option. There still will be commuters that use it, that live in the area, that maybe want to go into downtown or further east towards San Bernardino, but we do see this as more of a destination itself, and so having additional parking in this area causing

392

00:51:41.341 --> 00:51:50.370

Chris Hicks, Mott MacDonald: traffic... more traffic issues that you might expect. It's not something that we're anticipating to do. What we're trying to have is more of a multimodal aspect, where you have

393

00:51:50.371 --> 00:51:56.700

Chris Hicks, Mott MacDonald: Metrolink trains that are coming in. You'll have the existing bus station, which is the El Monte busway that's there.

394

00:51:56.701 --> 00:52:18.221

Chris Hicks, Mott MacDonald: you know, you'll have the local metro buses, you can see a little orange bus there on the line that's currently served. We have USC, we have Keck, we have all these other shuttle buses in this area, and the options to have, you know, this is a great picture here, and the right-hand picture on the left-hand side, you can see options for putting in, you know, bike racks to having either, like.

395

00:52:18.421 --> 00:52:19.091

Jay Fuhrman, LA Metro: you know.

396

00:52:19.091 --> 00:52:27.941

Chris Hicks, Mott MacDonald: bike rideshare, or having, you know, the facilities there for putting in something that people can use, different modes of transport to get you around, so...

397

00:52:29.551 --> 00:52:36.021

Chris Hicks, Mott MacDonald: I think... I'm not sure if there was another part to the question, but hopefully that helps to answer the question that was raised there.

398

00:52:38.151 --> 00:52:39.241

Rosalba Gonzalez, LA Metro: Thank you, Chris.

399
00:52:39.501 --> 00:52:44.350
Rosalba Gonzalez, LA Metro: Alright, moving forward to the next question.

400
00:52:45.631 --> 00:52:50.491
Rosalba Gonzalez, LA Metro: This is a question... another question from a different anonymous attendee.

401
00:52:50.801 --> 00:52:53.050
Rosalba Gonzalez, LA Metro: They want to know...

402
00:52:53.171 --> 00:53:00.980
Rosalba Gonzalez, LA Metro: What will the stops or entrances for commuters be? Will there be access for local communities?

403
00:53:01.311 --> 00:53:09.420
Rosalba Gonzalez, LA Metro: How do we ensure safety inside the train? How will you ensure commuters safely to the general hospital?

404
00:53:09.691 --> 00:53:15.970
Rosalba Gonzalez, LA Metro: Will there be hubs of parking lots? I think you were addressing the parking question.

405
00:53:16.091 --> 00:53:22.800
Rosalba Gonzalez, LA Metro: And lastly, they did have a question about the unhoused near this project area.

406
00:53:23.071 --> 00:53:27.670
Rosalba Gonzalez, LA Metro: And will there... will there be trees planted to ensure less pollution?

407
00:53:32.031 --> 00:53:40.681
Rosalba Gonzalez, LA Metro: Jay, do you want to take this on? And I think for the shuttle, there will... there is a shuttle there actively that connects

408
00:53:41.091 --> 00:53:44.021
Rosalba Gonzalez, LA Metro: Patients to this area.

409
00:53:44.261 --> 00:53:46.951

Jay Fuhrman, LA Metro: from the LA General Medical Center to.

410

00:53:46.951 --> 00:53:49.691

Rosalba Gonzalez, LA Metro: the LAGMC bus station at currently.

411

00:53:50.591 --> 00:53:54.920

Jay Fuhrman, LA Metro: I'll certainly take part of the question, and maybe more.

412

00:53:55.301 --> 00:54:10.911

Jay Fuhrman, LA Metro: Some of the question addresses what I'll call first-last-mile connectivity. So right now, if you were going to the medical center, maybe you work there, or you're a visitor, or a vendor, or whatever, it... you would come off that bridge.

413

00:54:11.011 --> 00:54:14.460

Jay Fuhrman, LA Metro: And it's what I call one long block that you would walk.

414

00:54:14.561 --> 00:54:31.240

Jay Fuhrman, LA Metro: adjacent or even through the parking structure to get to the main medical center campus. It's not right next to the station, but it's not that far away. And we would work with the medical center campus and the City of LA

415

00:54:31.271 --> 00:54:41.881

Jay Fuhrman, LA Metro: And that area around there to, and this, by the way, if we go into further phases of the project, such as final design, we would work with them on ways to provide some more

416

00:54:41.951 --> 00:54:57.220

Jay Fuhrman, LA Metro: Landscaping improvements, lighting, maybe sidewalk improvements, other amenities to make it a more attractive pedestrian walking path to get to the, hospital medical center campus across the street on,

417

00:54:57.961 --> 00:55:03.681

Jay Fuhrman, LA Metro: on the, other side of Marengo. So, that's something we could explore with our...

418

00:55:03.881 --> 00:55:09.191

Jay Fuhrman, LA Metro: First Last Mile Active Transportation Team to, provide, you know, some...

419

00:55:09.461 --> 00:55:16.521

Jay Fuhrman, LA Metro: improvements to make it more, attractive. Another thing that could be done is there's an opportunity

420

00:55:17.141 --> 00:55:26.371

Jay Fuhrman, LA Metro: for some sort of kiosk or small retail type of opportunity near the station. If you look at that image, thank you so much.

421

00:55:26.491 --> 00:55:40.230

Jay Fuhrman, LA Metro: Sort of in the area of that mural, or even to the right, there's some areas there. It's a little tricky because of the sidewalk, and there's a... there's a hill slope below it, so...

422

00:55:40.311 --> 00:55:56.490

Jay Fuhrman, LA Metro: there wasn't a lot of room to work with, but there's some opportunities for a small retail type of operation to sell coffee and snacks and things like that. There's also a potential, because if you look in that image, there's a Metro bus. There are some buses that

423

00:55:56.861 --> 00:56:13.110

Jay Fuhrman, LA Metro: Rose Alma mentioned that stop there, including, the medical center has a shuttle bus and metro, so there are some bus services there, and to the extent that we can, we could create a little smaller on-street mobility hub.

424

00:56:13.271 --> 00:56:16.860

Jay Fuhrman, LA Metro: And that would be really exciting, because you could have multiple

425

00:56:17.401 --> 00:56:19.741

Jay Fuhrman, LA Metro: Modes there in addition to the busway.

426

00:56:20.401 --> 00:56:26.640

Jay Fuhrman, LA Metro: The regional rail, you know, there could be a lot of walking synergy, there could be some biking, you see a

427

00:56:26.751 --> 00:56:32.001

Jay Fuhrman, LA Metro: A concept for biking, mobility kind of area with some bicycles.

428

00:56:32.131 --> 00:56:33.371

Jay Fuhrman, LA Metro: And,

429

00:56:34.061 --> 00:56:44.421

Jay Fuhrman, LA Metro: You know, we could look for some landscaping improvements, we could look for some lighting improvements, we could look for ways to make it, really appealing and attractive to get,

430

00:56:44.531 --> 00:56:51.571

Jay Fuhrman, LA Metro: to walk that block up to Marengo and the Medical Center campus. So, these are things that could definitely be looked at.

431

00:56:51.801 --> 00:56:53.421

Jay Fuhrman, LA Metro: As part of funnel design.

432

00:56:54.041 --> 00:56:56.371

Jay Fuhrman, LA Metro: So I hope I've answered that part of the question.

433

00:56:56.371 --> 00:57:15.461

Chris Hicks, Mott MacDonald: I think there was another thing about the, planting of trees and the landscaping of things, so we... Absolutely. As part of, the team that's been working on this, yes, we do have quite a significant, impact on that, so we're trying to keep, obviously, as much as already existing there in place.

434

00:57:15.521 --> 00:57:30.011

Chris Hicks, Mott MacDonald: some things might need to be removed to allow for the bridge to go in place. But yeah, to the bottom right-hand side, we have allowed for additional landscaping areas as well, and across, the area, but certainly.

435

00:57:30.341 --> 00:57:48.721

Chris Hicks, Mott MacDonald: Yeah, there we go. So... so that... that is... so we've been looked at that. This is what the design is just now for the landscaping. Again, 30%, a lot more detail needs to go into this, looking at irrigation, all these different parts to make sure that we can keep it, looking the way, that it should, for the public.

436

00:57:51.061 --> 00:57:52.130

Rosalba Gonzalez, LA Metro: Thank you, Chris.

437

00:57:52.431 --> 00:57:56.980

Rosalba Gonzalez, LA Metro: And we will... we have two short minutes with you.

438

00:57:57.111 --> 00:57:59.201

Rosalba Gonzalez, LA Metro: We will go through the next.

439

00:57:59.321 --> 00:58:01.371

Jay Fuhrman, LA Metro: Couple really quickly.

440

00:58:02.161 --> 00:58:10.391

Rosalba Gonzalez, LA Metro: So, what, we did have a comment about the... states... Street Bridge.

441

00:58:10.881 --> 00:58:26.111

Rosalba Gonzalez, LA Metro: and the, current bridge that connects the, metro bus station to Pomeroy, is always in bad state, and it would be a good time to replace that bridge. Jay, could you give us

442

00:58:26.231 --> 00:58:28.450

Rosalba Gonzalez, LA Metro: Your quick 30-second response.

443

00:58:28.601 --> 00:58:40.061

Jay Fuhrman, LA Metro: I can give a quick update, although I was going to mostly defer to Chris, because he did some research on that. I'll just make a comment on the State Street Bridge. It is a City of LA structure.

444

00:58:40.181 --> 00:58:49.840

Jay Fuhrman, LA Metro: And it's very old, and there were some plans to do some, earthquake retrofit widening by the city. So, Chris might be able to speak to that.

445

00:58:49.841 --> 00:58:50.301

Chris Hicks, Mott MacDonald: Yeah.

446

00:58:50.301 --> 00:59:05.920

Jay Fuhrman, LA Metro: And also, just really quickly on the pedestrian bridge, the pedestrian bridge is owned by Caltrans. Your comment is very spot on. It definitely needs a paint job. It's not the most attractive-looking bridge. It would be a shame to build a beautiful

447

00:59:05.971 --> 00:59:25.651

Jay Fuhrman, LA Metro: Metrolink rail station and have this pretty dilapidated-looking bridge. We would have to have conversations with Caltrans, obviously, to talk about, you know, beautifying that bridge and making it look more attractive, but just bear in mind that Metro does not own that bridge, or State Street, and Chris might be able to elaborate a little bit more.

448

00:59:25.651 --> 00:59:31.871

Chris Hicks, Mott MacDonald: We have spoken to Caltrans about the pedestrian bridge. They are aware. We have said if they can put that on their look-aheads.

449

00:59:31.891 --> 00:59:43.500

Jay Fuhrman, LA Metro: and look at renovating that as well. They're currently not on the plans. The issue we have with the bridge itself is that it connects into the existing busway there, which is a structure, again, that does need

450

00:59:43.561 --> 00:59:45.211

Jay Fuhrman, LA Metro: to be improved.

451

00:59:45.211 --> 01:00:06.090

Jay Fuhrman, LA Metro: Once you start doing that, then the project certainly grows a lot of arms and legs, becomes much larger, more expensive to do. So, looking at this from first principles, what can we do in this area for Metrolink, and then try and open up that conversation with Caltrans for the existing bridge and the busway there. Just a quick thing on State Street, on the left, yep.

452

01:00:06.091 --> 01:00:20.051

Chris Hicks, Mott MacDonald: That's understood. It is a historic bridge. There were plans for that to be done. I understand Caltrans are improving to the south of State Street Bridge on that side, and that was going to continue north into Pomeroy itself.

453

01:00:20.051 --> 01:00:28.791

Chris Hicks, Mott MacDonald: Caltrans are doing their work. I think the city have decided not in the current budget cycle to do work associated with State Street Bridge.

454

01:00:28.791 --> 01:00:30.801

Jay Fuhrman, LA Metro: That doesn't mean to say it won't happen in the future, though.

455

01:00:31.971 --> 01:00:37.211

Rosalba Gonzalez, LA Metro: Thank you, Chris, and we will respond to the rest of the questions.

456

01:00:38.441 --> 01:00:42.131

Rosalba Gonzalez, LA Metro: online, C.

457

01:00:42.481 --> 01:00:50.140

Rosalba Gonzalez, LA Metro: I think we did have a question about milestones. Could we go back to the project timeline, please?

458

01:00:57.291 --> 01:01:08.880

Jay Fuhrman, LA Metro: Thank you. So, we are currently finishing up this part of the environmental process, sharing the planning stages, planning of this... this project with... with the community.

459

01:01:08.881 --> 01:01:23.800

Rosalba Gonzalez, LA Metro: hearing from the community about this project. Chris's team has done the environmental engineering studies, and we will be working on compiling a report for the Metro Board that will be presented to them later on this year.

460

01:01:23.951 --> 01:01:32.471

Jay Fuhrman, LA Metro: We will continue to coordinate with our stakeholders, and we will keep sharing information about this project and any updates that may come.

461

01:01:32.471 --> 01:01:33.181

Rosalba Gonzalez, LA Metro: Through.

462

01:01:33.181 --> 01:01:41.651

Jay Fuhrman, LA Metro: We are, if we can go to the last slide, we want to thank everyone for taking the time to join us.

463

01:01:41.781 --> 01:01:51.471

Rosalba Gonzalez, LA Metro: We want to thank our partners. We have worked, well with Supervisor Hilda Solis, the Avante Latino YMCA Weingart.

464

01:01:52.361 --> 01:01:59.790

Rosalba Gonzalez, LA Metro: and the Wellness Center, and those at the LA General Medical Center, and the Adventist White Memorial Hospital.

465

01:01:59.791 --> 01:02:07.040

Jay Fuhrman, LA Metro: all have been integral components to this project. We have heard from the community, from the transit riders who.

466

01:02:07.191 --> 01:02:10.921

Rosalba Gonzalez, LA Metro: flock to the LA General Medical Center area.

467

01:02:11.091 --> 01:02:13.791

Jay Fuhrman, LA Metro: And we want to hear more from you.

468

01:02:13.931 --> 01:02:18.360

Jay Fuhrman, LA Metro: So, I will share our senior manager's information here.

469

01:02:18.581 --> 01:02:20.831

Rosalba Gonzalez, LA Metro: You can reach him via,

470

01:02:21.131 --> 01:02:23.061

Jay Fuhrman, LA Metro: U.S. Post Office Mail.

471

01:02:23.201 --> 01:02:29.361

Jay Fuhrman, LA Metro: You can call our project line at 213-922-2550.

472

01:02:29.591 --> 01:02:37.020

Jay Fuhrman, LA Metro: If you have additional feedback or comments, we do welcome you to join a... to send an email to our project email.

473

01:02:37.231 --> 01:02:41.641

Jay Fuhrman, LA Metro: At LA General Medical Center at metro.net.

474

01:02:42.151 --> 01:02:45.911

Jay Fuhrman, LA Metro: And you can follow Metro at... on Twitter or X.

475

01:02:45.911 --> 01:02:48.001

Rosalba Gonzalez, LA Metro: at Metro Los Angeles, or...

476

01:02:48.001 --> 01:02:51.021

Jay Fuhrman, LA Metro: Follow us on Facebook at Los Angeles Metro.

477

01:02:51.261 --> 01:02:52.591

Rosalba Gonzalez, LA Metro: Again, I...

478

01:02:52.591 --> 01:02:54.610

Jay Fuhrman, LA Metro: Appreciate all of your time.

479

01:02:54.821 --> 01:02:56.940

Rosalba Gonzalez, LA Metro: And on behalf of Metro.

480

01:02:56.961 --> 01:02:58.251

Jay Fuhrman, LA Metro: Have a wonderful night.

481

01:02:58.401 --> 01:02:59.380

Jay Fuhrman, LA Metro: Thank you.

482

01:03:00.881 --> 01:03:01.761

Jay Fuhrman, LA Metro: Thank you.