

## **Appendix J**

### **Transcript of Comments and Comment Letters Received**

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1           LOS ANGELES, CALIFORNIA, JUNE 1, 2010 - 6:00 P.M.

2                           \* \* \* \* \*

3           ADMINISTRATIVE LAW JUDGE BUSHEY: The Commission  
4 will come to order.

5                       This is the time and place set for the public  
6 participation hearing in the matter of the Application  
7 of Expo Metro Line Construction. This is Application  
8 06-12-005, a consolidated proceeding which includes the  
9 application for the Farmdale crossing.

10                      Good evening. Thank you all for coming. I'm  
11 the assigned administrative law judge to this  
12 proceeding, Maribeth Bushey. Also presiding with me  
13 tonight is the assigned commissioner, Commissioner  
14 Simon.

15                      Our proceedings tonight will start off with  
16 three short presentations, and then we'll begin  
17 receiving comment from the public. The first  
18 presentation will be by Commissioner Simon. Then we  
19 will move on to a factual presentation by the Expo Line  
20 Authority to describe the item that is before us  
21 tonight, and that is the settlement agreement that they  
22 have reached with the Los Angeles Unified School  
23 District. After that we'll have a brief presentation by  
24 another party to the proceeding whose name eludes me  
25 right now, represented by Mr. Damien Goodmon, UCA.

26                      So we'll go through those presentations. Then  
27 we'll start taking comments from the public. When we  
28 move into the public comment phase, we will have a

1 microphone over there for you to speak into. I will  
2 call you up by the list that I have received. If you  
3 haven't signed the list to speak, there's another one  
4 outside for you to do so, or I'll call for volunteers at  
5 the end after I get through the list. I'll call you up  
6 in groups of five, and then you'll make your comment to  
7 the Commission.

8           The important item for every one to remember  
9 tonight is that the court reporter is taking down every  
10 word you're saying. So it is critically important that  
11 the court reporter hear one person speak at a time. And  
12 you must speak clearly and spell any unusual words that  
13 are part of your presentation.

14           Are there any questions before we begin?

15           Yes, turn off your cell phones, pagers, and  
16 all other electronic gizmos that might go off.

17           Yes?

18           UNIDENTIFIED SPEAKER: Is there a time limit for  
19 each person?

20           ALJ BUSHEY: Thank you. There is. We are asking  
21 you to adhere to a two-minute time limit. There's a  
22 timer over here that you can clearly see from where you  
23 will be speaking. I would also encourage you, if the  
24 previous speaker has made a point that you agree with,  
25 you don't need to reiterate that point, you don't need  
26 to restate it but just say that you agree with a  
27 particular speaker.

28           And just to sort of guide your presentation,

1 it's helpful if the first thing you say is whether you  
2 support the settlement agreement or you oppose it and  
3 then tell us why. We'll work through those as we  
4 proceed.

5 So are there any other questions before we  
6 begin with our introductory presentation?

7 (No response)

8 ALJ BUSHEY: Hearing none, then we'll begin with  
9 Commissioner Simon. Commissioner Simon.

10 COMMISSIONER SIMON: Good evening, every one. Can  
11 you hear me in the back? Can every one hear me?

12 Thank you, Judge Bushey. My name is Timothy  
13 Alan Simon, and I am the assigned commissioner to this  
14 proceeding, and I've been with this proceeding since  
15 2007 when I was appointed to the California Public  
16 Utilities Commission. I thought I'd add a little  
17 history with regards to the occurrences that have led up  
18 to our public participation hearing this evening.

19 I want to thank all of you for your  
20 participation in this hearing, and I'd also like to  
21 thank Judge Bushey for her hard work throughout this  
22 proceeding and coordinating this particular public  
23 participation hearing. I also want to thank the  
24 California Public Utilities Commission Public Advisor's  
25 Office, specifically Varoujan Jinbachian, Sadrud-Din  
26 Muhammad, Marcus Nixon, and Mary Evans. I don't believe  
27 Ms. Evans is here today, but I know she works in the San  
28 Francisco office to make sure that we have the necessary

1 accommodations to support this very important event.

2 I also want to thank an alumni of this  
3 proceeding, and he's sitting in the back, and that's  
4 retired Administrative Law Judge Ken Koss, who is a  
5 former judge in this proceeding and has stepped in as an  
6 adjunct advisor for my office.

7 (Applause)

8 COMMISSIONER SIMON: Thank you. Congratulations,  
9 Judge Koss. I never receive applause from this  
10 audience. You should be commended for gaining that  
11 level of respect.

12 While I know that holding a hearing on this  
13 night is not ideal for many of you, I want you to know  
14 that we did take your e-mails and calls into serious  
15 consideration and made necessary changes to accommodate  
16 the needs of this community. I want to apologize to  
17 you, to any of you whose e-mails I could not return.  
18 Not only do I have this proceeding, but like  
19 Administrative Law Judge Bushey, we have rate cases and  
20 other proceedings throughout the state and receive a  
21 large volume of e-mails, and it's just functionally  
22 impossible for me to answer all of them. But all of  
23 your e-mails were read and taken into close  
24 consideration.

25 I made a decision and chose to the keep the  
26 date on June 1st because we received feedback that this  
27 date was not convenient after thousands of mailings and  
28 calls had gone out advertising the public participation

1 hearing on this date. We did not want to create  
2 additional confusion by changing the date so soon before  
3 the event.

4           With that said, we moved venue from the  
5 library to the cafeteria, which is handicapped  
6 accessible to accommodate a large -- and will  
7 accommodate a larger audience. We also have a spillover  
8 room to accommodate any additional attendance that would  
9 not have adequate seating. In that room we have a full  
10 audiovisual coverage of this proceeding. The objective  
11 that I set out is that every participant in this  
12 proceeding will feel as if they're in the meeting room  
13 if not in the front row. And I want to thank the Public  
14 Advisor's Office for their expertise in making this  
15 happen.

16           We further arranged for off-site parking and  
17 shuttle services knowing that the onsite parking is  
18 extremely limited due to the performance tonight in the  
19 auditorium. While the situation is not ideal, we did  
20 hear your concerns and have worked to address them.

21           The public participation hearing this evening  
22 will focus on the presentation that you will receive on  
23 the settlement between the L.A. Unified School District  
24 and the Metro Authority on the Farmdale crossing. That  
25 is the focus of this hearing, not selection of this  
26 venue, and I would ask that your comments focus on the  
27 settlement itself if at all possible.

28           Just to provide some history, the Expo project

1 has been in development for nearly seven years since its  
2 original approval with the Metro Board in late 2003. In  
3 2004 the Expo Construction Authority began discussions  
4 with the California Public Utilities Commission. In  
5 2006 the Expo Construction Authority submitted its  
6 application to the Commission. Throughout 2006 and 2007  
7 there were various meetings with the CPUC, Expo  
8 Construction Authority, and community stakeholders.

9 In 2007 the Commission authorized the  
10 construction of 36 of the 38 crossings proposed by the  
11 Applicant in interim Decision D.07-12-029. In February  
12 2009 the Commission found it feasible to construct a  
13 grade-separated pedestrian crossing at Farmdale Avenue.  
14 This was Decision D.09-02-031.

15 In July 2009 the Exposition Construction  
16 Authority offered four alternatives to its original at-  
17 grade crossing at Farmdale Avenue for both vehicles and  
18 pedestrians which were filled -- or filed in an amended  
19 application to the Commission. The alternatives  
20 included a grade-separated overpass and an at-grade  
21 crossing option. Protests were filed, and parties  
22 requested to enter into settlement negotiations, which  
23 brings us to this hearing where we will receive public  
24 comment after the presentation on the settlement  
25 agreement between the Exposition Construction Authority  
26 and the Los Angeles School District.

27 Again, I want to thank all of you for your  
28 participation. Every time I have the honor of visiting



1 this community, I'm extremely impressed with Dorsey High  
2 School including its faculty and alumni and the  
3 surrounding community.

4 And I want to encourage every one to allow  
5 every speaker the opportunity to be heard regardless of  
6 whether their views may differ with yours. This is part  
7 of our due process. In this proceeding we want every  
8 participant to be fully engaged and have the opportunity  
9 for their comments to be heard.

10 With that, I'll turn this hearing back over to  
11 Judge Bushey. Thank you.

12 ALJ BUSHEY: Thank you, Commissioner.

13 Our next speaker will be representing the  
14 Exposition Authority. If you could identify yourself  
15 for the record, please.

16 STATEMENT OF MR. OLSON

17 MR. OLSON: My name is Eric Olson. I am the  
18 Chief Project Officer for the Expo Construction  
19 Authority.

20 One thing I did want to mention before I get  
21 started with the presentation is that in parallel with  
22 the PUC process, we are also promoting our NEPA federal  
23 clearance, and we have a draft environmental assessment  
24 that's now out for comment. The comment period closes  
25 June 15th. So I wanted to make every one aware of that.  
26 You can comment on our web site, which is  
27 [www.buildexpo.net](http://www.buildexpo.net). There's flyers out in front that  
28 have all the information you need to make a comment.

1           Just briefly, Phase 1 of the project going  
2 from downtown Los Angeles to Culver City is a 8.6 mile  
3 corridor from downtown L.A. to Culver City. There's 11  
4 stations. Two of those stations are shared with the  
5 Blue Line. Estimated daily riders in 2020 is 27,000  
6 with a travel time from Culver City to downtown of 30  
7 minutes. The estimated construction overall project  
8 cost is 862 million. We are about 65 percent complete  
9 with construction and are looking to complete the  
10 project by summer of 2011.

11           Here is the proposed alignment that starts up  
12 at 7th and Metro in downtown Los Angeles. Hopefully  
13 they'll finish at Venice and Robertson in Culver City.  
14 What I wanted to point out here is the proposed Farmdale  
15 station, which is what we're here to talk about tonight  
16 in that settlement agreement. It's situated right  
17 between La Brea aerial station and our split-platform  
18 station at Crenshaw.

19           Again, background. In December 2005 the  
20 environmental document for the Expo Line was approved  
21 with Farmdale Avenue an at-grade crossing. In December  
22 of 2006 we submitted 38 grade crossing, requests for  
23 grade crossing approvals to the CPUC. At this point in  
24 time 37 of the 38 requests have been approved by the  
25 Commission. In February 2009 the CPUC denied the  
26 Farmdale Avenue at-grade crossing, and as Commissioner  
27 Simon said, we filed an amended application with the  
28 Farmdale station alternative as well as a pedestrian

1 overcrossing with Farmdale closed and also an interim  
2 stop and proceed order until the station could be  
3 completed.

4 We have completed the environmental document  
5 for compliance with the CEQA, California Environmental  
6 Quality Act, for the option to submit them to the CPUC.  
7 As requested, the Commission finally said, by the PUC.  
8 We entered into settlement discussions with LAUSD, UCA,  
9 and NFSR. We were able to reach an agreement with LAUSD  
10 that added a station at Farmdale Avenue. They preferred  
11 this over the pedestrian overcrossing with Farmdale  
12 Avenue closed.

13 CPUC has certified the CEQA addendum for the  
14 station alternative. The LAUSD and Expo Boards have  
15 approved the settlement agreement. This is actually a  
16 three-party agreement. Metro is also included. Their  
17 board has approved the settlement agreement. We are now  
18 in the process of executing that agreement and  
19 anticipate sending that out to the CPUC in the next week  
20 or so.

21 The settlement agreement itself generally  
22 calls for a new station at Farmdale Avenue, the purchase  
23 of the motel property, the Expo property at the  
24 northeast corner of Exposition and Farmdale that will be  
25 used in exchange for property we need from the school  
26 district as well as replace parking that they will lose  
27 as part of construction of the station. It includes  
28 safety enhancements at the crossing, and another

1 important feature is that an automatic train control  
2 which is a signaling system for the train will be  
3 installed that will limit the train speed to 15 miles  
4 per hour between the two pedestrian crossings.

5 Here is a graphic of the station concept  
6 itself. You can see it calls for two platforms as well  
7 as a split platform configuration. So there's platforms  
8 on each side of Farmdale. The advantage to this is that  
9 all the trains will have to pull up and stop at the  
10 station prior to reaching either pedestrian crossing or  
11 the vehicular crossing at Farmdale.

12 The train operators would wait until the train  
13 is boarded, and then they would visually assure that the  
14 crossing is cleared, and this would be at the same time  
15 that all gate protection equipment would be down that  
16 they would visually assure that the crossing is cleared  
17 before they would proceed out of safety. And again,  
18 that speed would be limited to 15 miles an hour until  
19 they cross the far side pedestrian crossing.

20 At the bottom you see the new Dorsey High  
21 School staff parking lot which again is the current site  
22 of the Expo Inn that we are proposing to purchase. We  
23 would build this parking lot. We also need property  
24 from LAUSD to construct our pedestrian plaza that would  
25 be used for both pedestrians crossing the railroad  
26 tracks as well as people using the station. And then  
27 we'd also need property to construct the Farmdale  
28 eastbound platform.

1           So what we propose to do is to replace parking  
2 that's going to be lost in the Dorsey parking lot to  
3 construct the eastbound platform. We would purchase the  
4 Expo Inn site, build additional parking, and then we  
5 would ultimately have the property we sought with LAUSD,  
6 the parking area for the property that we need to start  
7 our project.

8           The station itself will be our standard  
9 station design you see on the line. If you drive on  
10 Exposition, you can see a lot of that now with our weave  
11 canopies that will include the station amenities,  
12 benches, station furniture. It will include  
13 landscaping, fencing, and also an art component.

14           The benefits that we see for a station at  
15 Farmdale Avenue. One, it's a new neighborhood station  
16 with access to the Expo Line train system. It provides  
17 increased mobility for the local residents here as well  
18 as Dorsey High School students and staff. It provides  
19 convenient access to employment, school, healthcare,  
20 shopping, options along the Expo corridor from downtown  
21 L.A. and eventually to Santa Monica when Phase 2 of the  
22 line is extended and completed.

23           Construction of the station would create more  
24 good paying construction jobs which would help meet our  
25 local job program goal of hiring local residents to work  
26 at least 30 percent of the construction hours for the  
27 project. It's a further opportunity to meet our project  
28 goals, awarding over a hundred million dollars in

1 contracts to small and minority-owned businesses. And  
2 the new Farmdale Station will be about a 10 to \$15  
3 million additional investment in the local community  
4 that will feature enhanced safety measures as well as  
5 additional landscaping and public parks.

6 As I mentioned before, the safety enhancements  
7 to the Farmdale crossing is that the trains will all  
8 make a complete stop to pick up and drop off passengers,  
9 will only proceed once the operator has verified that  
10 the pedestrian and vehicular crossing is clear. The  
11 train signaling system again will be installed for them  
12 to proceed between the two pedestrian crossings at no  
13 more than 15 miles an hour. The crossings include both  
14 now the operation of a stop sign control to traffic  
15 signal control along with state-of-the-art safety  
16 features to protect vehicles and pedestrians. We will  
17 put improved street lighting in the intersections to  
18 improve the lighting there, and the station will include  
19 security cameras controlled by Metro transit officers.

20 Some of the safety features that I talk about,  
21 you can see it here, but the project includes quad gates  
22 at the vehicle crossing. It includes pedestrian gates  
23 and swing gates to keep pedestrians from crossing the  
24 tracks when the trains are coming and also to keep  
25 anybody that's in the right-of-way to get back across  
26 the right-of-way into the public space.

27 There's also barriers that basically seals the  
28 tracks off between the crossing, both the pedestrian

1 crossing and vehicular crossings, transparent barriers  
2 as well as a fencing system. We have pedestrian plazas  
3 for queueing on both sides of the ped crossing, bells  
4 and flashers on the gated crossing protection equipment.  
5 We're putting in a whole new crosswalk system in the  
6 area here along with count down pedestrian signals and  
7 traffic signals, and again you have a 15-mile speed  
8 restriction through the pedestrian crossings.

9 As far as improvements to the Dorsey High  
10 School campus, the school's driveway off of Farmdale to  
11 bring you to the parking lot here is going to be located  
12 further to the south. That allows us to construct the  
13 plaza area for pedestrians and for the station. Faculty  
14 parking lost in the station will placed on the northeast  
15 corner of Farmdale Avenue and Exposition. The parking  
16 lot will be landscaped to secure the fencing gate and CC  
17 TV. The parking lot will also include provisions for  
18 security for LAUSD police.

19 Expo will also reconstruct the school's  
20 driveway at Rodeo Road to allow better bus access from  
21 that area to the back of the campus as well as if  
22 necessary a delivery route.

23 That concludes my presentation.

24 ALJ BUSHEY: Thank you, Mr. Olson.

25 (Applause)

26 ALJ BUSHEY: Thank you, Mr. Olson.

27 Next presentation will be by Mr. Goodmon. Mr.  
28 Goodmon.

1           COMMISSIONER SIMON: Forgive us for our technical  
2 challenges.

3                           STATEMENT OF MR. GOODMON

4           MR. GOODMON: Good evening, everybody.

5           AUDIENCE: Good evening.

6           MR. GOODMON: My name is Damien Goodmon. I am the  
7 chair of United Community Association. We are better  
8 known as our Fix Expo Campaign, which is a part of  
9 United Community Association.

10                   And I want to thank you, Commissioner Simon,  
11 for coming down to our meeting once again, although we  
12 consider it unfortunate that it's again for an at-grade  
13 crossing at Dorsey High School.

14                   So who is the UCA and why are we together?  
15 Our sole purpose when coming together when we recognize  
16 we're a community for the Expo Line was to bring the  
17 community together. Metro has consistently attempted to  
18 divide and conquer our community, and in this room today  
19 you're getting a picture of that. You're getting a  
20 picture between a discussion about access at the station  
21 versus safety. It's not our belief that our community  
22 should be forced to choose between access and safety.  
23 Both are important.

24                   United Community Association is actually a  
25 collaborative brotherhood of several neighborhood  
26 councils, school community groups, the Dorsey High  
27 School Alumni Association, and Motivated Men. Also we  
28 collaborate with the United Teachers Association, and of



1 course our homeowners association and block clubs. We  
2 have been following this discussion in the community. I  
3 have been leading it for about three years, but we have  
4 been involved in this discussion for over 20 years. We  
5 also have civil rights leaders who are as opposed and  
6 angered by the injustice of this line as we are.

7 Next slide, please. So what are our major  
8 concerns? Has anybody seen a Farmdale Station and the  
9 Expo Line in general? The first is safety. Is the  
10 proposal safe? That should be the only reason we are  
11 here today. We're not here to talk about whether we can  
12 get to the beach faster. We're here to talk about  
13 whether our kids can walk to school safely.

14 The next is --

15 (Applause)

16 MR. GOODMON: -- is the station good for the  
17 community? And then finally, is the station adequate  
18 redress for the grave injustices of the Expo Phase 1  
19 line?

20 Next slide, please. So what is this about?  
21 This is an issue about grade separation. We haven't  
22 really explained that to the people who don't know what  
23 it means. At grade is when the train goes at street  
24 level and crosses. It can interfere with pedestrians  
25 and cars. Accidents are expected. Above grade is when  
26 the train goes above the street. Below grade is when  
27 the train goes below the street in a trench or a tunnel,  
28 and then you have at-grade grade-separated, which is

1 what's on the 105 Freeway where the train stays at the  
2 same level as traffic but it's walled off.

3 Next slide, please. So this is the former  
4 proposal that the Commission wisely rejected. It was  
5 for a street level crossing at Farmdale, and it involved  
6 the holding pen. Yes, they called it a holding pen,  
7 which is more a pen for an area for cattle and inmates.  
8 Dorsey High School students are supposed to wait  
9 patiently while a train came by. First they said 55.  
10 Then they said 35. Then they said 15. Then they said  
11 10. Whatever they could do to get the holding pen  
12 approved. It was rejected.

13 Next slide. This is the current proposal.  
14 Does it not look almost exactly the same? It's almost  
15 exactly the same.

16 VOICES: Turn the light off.

17 MR. GOODMON: It's almost exactly the same, only  
18 they added the station. We're disappointed, to be  
19 frank. We fought the PUC and their determination that  
20 bringing the station in made the crossing much safer.  
21 The original proposal was that grade separation was  
22 required for the safety of the students. But most  
23 importantly, when you look at this design and you look  
24 at their renderings, is that what you see at 3:00  
25 o'clock at Farmdale every school day?

26 VOICES: No, no.

27 MR. GOODMON: Maybe a half -- maybe a dozen  
28 people in the holding area. Maybe a few people outside.

1 That's not what it looks like.

2 Next slide, please. Let's talk about what the  
3 actual environment looks like.

4 (Laughter)

5 MR. GOODMON: There you go. This is the Farmdale  
6 intersection every day at 3:00 o'clock. 700 pedestrians  
7 within a 15-minute span, up to 108 students per minute  
8 patrolling the intersection going in every direction  
9 possible. This is the environment in which they want to  
10 introduce a 225-ton train coming once every 2 and a half  
11 minutes. And they think that the station makes it  
12 safer, but as Lester Hollins will tell you, it actually  
13 doesn't.

14 So let's talk about the specific proposals  
15 that are involved in this Farmdale Station option. One,  
16 they say crossing gates. My favorite quote actually  
17 came from an administrative law judge in a case that I  
18 know Ken Koss remembers. The case was in a street  
19 breaching the crossing protection, there would never be  
20 instances where drivers crashed through them on the way  
21 to an accident. That was the first. That was another  
22 case.

23 But in the Commission's decision on the  
24 previous at-grade crossing, as safe as it was, all of  
25 these gates, however, could be avoided easily by  
26 pedestrians. Considering the large number of crossings  
27 during peak periods of the student population through  
28 the crossing, we find that any system of gates or other

1 warning devices at grade would not eliminate all  
2 potential safety hazards.

3 Next slide. Let's talk about the train speed.  
4 They're telling you it's 15 miles per hour. This is a  
5 smoking memo that we got from the director of MTA Rail  
6 Safety. When they were talking about in the previous  
7 proposal slowing down the train to get approval,  
8 originally they said 55, and the PUC staff was okay with  
9 that, by the way. Then they said 35 and 25. Oh, we'll  
10 just tell them whatever speed we need to and then when  
11 they're not looking we'll try and speed it up. They've  
12 done that on the Gold Line, and they consistently  
13 attempted to increase the speed. So don't have any  
14 solace in the 15-mile-per-hour speed.

15 Next. But the bigger issue is accidents  
16 happen at 15 miles per hour. This is the Gold Line that  
17 they call safe. That's a Ford F150. I guess it was  
18 shoved like a rock. It didn't just stay in that  
19 intersection and trains went by. That right there is a  
20 former Toyota RAV 4. It hit the train that had been  
21 going through a crossing gate and ignited. What happens  
22 when that occurs at Farmdale intersection with 300 kids  
23 standing in that holding pen?

24 Next slide. But the bigger issue is that 15  
25 miles per hour is not just the issue. 10 miles per hour  
26 we have records of accidents, records of accidents where  
27 the train hit the car and it went up against the  
28 platform, records of accidents where the train hit the

1 cars at 5 miles per hour and was pushed 20 feet. 20  
2 feet with an accident at Farmdale puts it in the holding  
3 pen where 300 students are standing. That means not one  
4 student has to be heedless, not one student has to take  
5 a dare, although they will. We know that. They are  
6 children. But just standing there, they are at danger.

7 And don't listen to me. This comes from  
8 the -- next slide. This comes from the foremost expert  
9 in rail safety in this country. We retained Major Russ  
10 Quimby, who is the former National Transportation Board  
11 chairman of all rail accident investigations. People  
12 want to make this discussion about safety. And so we  
13 just have opinions. No. We're quoting people. We have  
14 brought in people to look at this intersection who have  
15 credentials better than any one in this room, and he's  
16 saying exactly what we're saying, that there is a high  
17 risk of catastrophic incident at the Farmdale  
18 intersection, that the train will collide with the  
19 vehicle and go into that holding area. You're talking  
20 about something that makes that horrific traffic  
21 accident look like nothing.

22 And we will continue to appeal to the  
23 district, which I think has run out of money, to be  
24 quite frank, that that level of liability, if you're  
25 running out of money and that's the only reason you'd  
26 rather not, you can't put a dollar sign on that, because  
27 we all remember that we were in this hearing today and  
28 we were before this Commission when we were attempting

1 to get ultimate safety at that crossing. And what did  
2 Russ Quimby say about ultimate safety? If the proposed  
3 crossing at Farmdale Avenue does not qualify for grade  
4 separation from a safety perspective, then no crossing  
5 would.

6 Next slide. So why do we fight? We fight  
7 because we don't want to see this list added to. This  
8 is a list which is very difficult to come by, the  
9 students that have been killed by MTA trains and injured  
10 in MTA accidents. You don't want to have your child  
11 added -- what's more important, you don't want to have a  
12 friend's child added to that list. There's a certain  
13 level of trauma involved in those who survive these  
14 accidents as well.

15 Next slide. And so from our community  
16 standpoint, we wonder why we are being expected to  
17 assume this risk when other parts of Expo Phase 1 are  
18 not being required to. In the city of Culver City the  
19 children of those schools won't be required to walk  
20 across tracks with trains coming at whatever speed,  
21 225-ton trains. Hundreds of thousands of vehicles will  
22 have to cross that Farmdale intersection over its life.  
23 Thousands of students will cross every day.

24 And so, next slide. We ask, why can't we get  
25 some redress? Why can't we get our elected officials to  
26 make the determination or PUC to stand by their original  
27 safety decision to require a grade separation here? As  
28 you can see in the Expo budget. There's a big quote

1 about budgeting. It comes from our vice president:

2 Don't tell me your priorities.

3 Show me your budget, and I will  
4 tell you your priorities.

5 The Expo Authority is spending 140 million for  
6 the 4 and a half miles between Vermont and one block  
7 east of La Cienega, 140 million. Yet they're spending  
8 185 million from the 1 mile from La Cienega to the  
9 Culver City terminus. So don't tell us that it's too  
10 expensive to grade separate at Farmdale.

11 (Applause)

12 MR. GOODMON: If not here, then where?

13 And so with that, we impugn the community, the  
14 people who are really of the community, the people who  
15 are really of the community to come and be persuasive to  
16 this Commission. Because I know you're under a lot of  
17 pressure, Commissioner Simon and Judge Bushey, to  
18 expedite this, but at the end of the day these are our  
19 children's lives we're dealing with. We're not here to  
20 talk about when we can get to the beach earlier or  
21 whether we want to have the Expo Line going down. We're  
22 talking about whether this crossing which is going to  
23 operate in the next hundred years is going to place in  
24 jeopardy our children or not.

25 Thank you.

26 (Applause)

27 ALJ BUSHEY: Thank you, Mr. Goodmon.

28 We're now going to begin the public comment

1 section. I have a list of 50 speakers that wish to  
2 address the Commission. I'm going to call you up in  
3 groups of five in the order in which you signed the  
4 list. I'd like you to line up over there and then  
5 proceed up to the microphone to give your comments to  
6 the Commission.

7 So we will begin with our first group of five:  
8 Lester Hollins, Steve Bagby, Jerard Wright, Jolaine  
9 Hackless, and James Roberts. Please line up in that  
10 order. There are seats available throughout the  
11 auditorium if you'd like to sit in. There's a couple up  
12 front here.

13 Speakers, please pay attention. Your time  
14 clock is over here. And again, I'll remind every one:  
15 If a previous speaker has said the point you wish to  
16 make, just say you agree with that. You don't need to  
17 reiterate.

18 We will begin with Mr. Hollins.

19 STATEMENT OF MR. HOLLINS

20 MR. HOLLINS: Hello. My name is Lester Hollins.  
21 I'm a proud parent of Dora Sadanna [phonetic], Junior,  
22 and I'm also a retired MTA light rail operator.

23 Los Angeles needs rail, and I support rail,  
24 but I think it should built be in a very safe and sane  
25 way. As Damien said, at 15 miles an hour death  
26 catastrophically can occur. I have a 6-inch scar on my  
27 back from a ten-mile-per-hour accident that I had down  
28 in Long Beach at an intersection with another



1 professional driver, an ambulance. I was falling out of  
2 the seat of my train. Branch spur sprained my back.

3 Prior to my retirement when I finally called  
4 it quits, I had a fatality at Vernon that didn't have to  
5 occur because there was no grade separation. I tell you  
6 now that I still wake up every night trying to stop my  
7 train, and it's been 12 years. There's nine deaths in  
8 Vernon alone. It needs to stop. What they're proposing  
9 here in Farmdale is criminal. Criminal. What they're  
10 doing on the Blue Line is criminal.

11 (Applause)

12 MR. HOLLINS: They can't fix the Blue Line because  
13 they're going to propose running another station down  
14 through here that, you know, I really want -- take a  
15 look at people here from operations. I see we have a  
16 lot of people wearing professional shirts. But is there  
17 any one here from operations? I wonder why that is?  
18 Because nobody from operations supports anything that  
19 they do. All they do is create a system. They call it  
20 operations. Here, make it work. When the Red Line came  
21 into existence, there was an exodus from the Blue Line  
22 because you all ran to the Red Line because we were  
23 coming on the Blue Line.

24 ALJ BUSHEY: Thank you, Mr. Hollins. Your time is  
25 up.

26 Mr. Bagby.

27 (Applause)

28 STATEMENT OF MR. BAGBY

1           MR. BAGBY: Good evening. My name is Steve Bagby,  
2 Senior. I am president of Dorsey High's Alumni  
3 Association. I'm also a member of the parent  
4 collaborative. I am the public relations person, and  
5 I'm a Parent Community Advisory Council member for  
6 District 3. Being concerned about kids is what I do.

7           I'm glad Mr. Goodmon explained the contrast  
8 between what Culver City is getting for that 1 mile \$185  
9 million versus 140 for 4.5 miles. That is environmental  
10 racism.

11          VOICE: Right.

12          MR. BAGBY: Let me say this. The holding pen  
13 goes like this. I wish my alma mater did not have the  
14 problems with gang and turf activities, but we're not  
15 oblivious to it. If those children are in a holding pen  
16 and one member in that holding pen happens to be a gang  
17 member and a rival gang person goes by and starts using  
18 gun fire, there's going to be some innocent children  
19 injured or killed.

20                   (Applause)

21          MR. BAGBY: That could be eliminated with grade  
22 separation. In November of '07 when the -- this same --  
23 I'm sorry -- California Public Utilities Commission had  
24 their first hearing we had 435 people that attended. It  
25 would overflow this and the Elk Room. It was not the  
26 day after a holiday, but I can tell you this, that it  
27 was through their speaking out against the proposed  
28 configuration that we don't have that train going at

1 grade level right now.

2 I implore you to build it either below or  
3 elevated. If it's good enough for La Brea, if it's good  
4 enough for La Cienega, if it's going enough  
5 for [inaudible], if it's good enough for Overland --

6 (Applause)

7 MR.BAGBY: And truth be told, if our elected  
8 politicians were really community friendly, it would  
9 have been elevated at Vermont, Western, and Crenshaw as  
10 well.

11 Thank you very much.

12 (Applause)

13 ALJ BUSHEY: Jerard Wright.

14 STATEMENT OF MR. WRIGHT

15 MR. WRIGHT: I'll be short and very brief.  
16 Personally I support the Farmdale Station. I have a  
17 niece and nephew at O'Shea [phonetic], and they're right  
18 by a station. They want to know when the train is  
19 coming. They want to ride on that line. They would  
20 like to be here, but they have homework, and they have  
21 finals to prepare for. And, you know, I'd like to see,  
22 you know, have them involved in this process because  
23 it's an important part of the process, because this is a  
24 democracy in it's true fashion. That's just kind of my  
25 personal take on this matter.

26 In terms of, you know, accidents and that  
27 particular video, yeah, that's the existing condition,  
28 but you do not have stoplights. You do not have pieces

1 that kids or any pedestrian will stop and notice and pay  
2 attention to. We have this excessive fear about safety  
3 of our kids. It's a natural one because those are your  
4 kids. You protect them. You love them, put all your  
5 heart and soul. That's a natural instinct for us to  
6 have.

7 (Applause)

8 MR. WRIGHT: Let me finish, please. That's a  
9 natural instinct for us to have. What I have a problem  
10 with is when that goes too far and it goes too far to  
11 the point where you don't see other things that a  
12 greater harm and a greater fear to the kids compared to  
13 a light-rail train. There's guns or there are gun  
14 fights, and there are automobiles running into kids at  
15 bus stops, waiting at bus stops all the time, but we  
16 don't have the issue of trying to stop the cars driving  
17 through there. Why are we stopping this? That's  
18 something I implore to every one to think about.

19 Just when you come up here. You know, if  
20 you're for it or against it, that's not my concern. I  
21 think about my kids and I think about my niece and  
22 nephew. And I see my time is running out. And I want  
23 to say thank you for this opportunity we have.

24 Thank you.

25 ALJ BUSHEY: Thank you.

26 (Applause)

27 STATEMENT OF MS. HACKLESS

28 MS. HACKLESS: I'm sorry. Jolaine Hackless

1 representing myself. I was a student here at Dorsey,  
2 live in the community. And I was just traveling along  
3 the proposed route, and what struck was me was that over  
4 by La Cienega there's an overhead, proposed overhead,  
5 but the La Cienega overhead and the Jefferson overhead,  
6 it was adjacent to a public storage and some other  
7 industrial complexes. And I was just thinking, wait a  
8 minute, if it can be overhead there where it's  
9 protecting property but it's going to be at grade level  
10 where there's a potential to protect lives, it seems  
11 like there's a disconnect. So we're defending property  
12 or lives, and I would like to err on the side of caution  
13 and be in favor of lives.

14 It was also my understanding that LAUSD was  
15 originally anti this proposal prior to the time that  
16 they had budget deficit problems and they could not  
17 justify continuing on with this, and that is one of the  
18 reasons why they proposed settlement at this point in  
19 time. But so that is not really focused on -- it's not  
20 like they're really for the project because they are  
21 really for it because the finances just keep them from  
22 going forward. But since we have an opportunity at this  
23 point in time to do something that's positive for the  
24 community and to protect the lives of students and  
25 community as opposed to property, let us do that.

26 Thank you.

27 ALJ BUSHEY: Thank you.

28 (Applause)

1 ALJ BUSHEY: James Roberts.

2 STATEMENT OF MR. KING

3 MR. KING: Actually, my name is Willie King the  
4 Fourth, and I'd like to thank Mr. Roberts for giving his  
5 time for me.

6 I'm not going to cover all the things that the  
7 rest of them have gone over, but I will say a couple of  
8 things that has to do with the line. One, you know, it  
9 is strange. We look at the line from its origination  
10 point, and it runs from where to where and it's all  
11 underground and it pops up in our community, and then it  
12 goes from where to where and then it goes up over the  
13 community. You know, what does it really say? What are  
14 we talking about? We're talking about more than  
15 discrimination. We're talking about some other things  
16 that are involved in that also.

17 When you look at the people that are working  
18 on this line, you do not see any portion of this  
19 community.

20 (Applause)

21 MR. KING: Not only are they [inaudible], they're  
22 doing it and they are supporting other areas of the  
23 community on the backs of this community. Once again,  
24 poor people, low-income people and people without  
25 [inaudible]. [Inaudible] are paying the price for  
26 someone else to have the land.

27 (Applause)

28 MR. KING: I would request and say very, very

1 frankly to the people at the PUC, you know what you  
2 ought to be doing? You know, you've already made this a  
3 done deal about whether they're going to run this  
4 through here or not. We already know that. You know,  
5 that's the thing they talk about. But we also know  
6 this. We know that you are not hiring us and we are not  
7 being --

8 (Voices)

9 MR. KING: -- [inaudible] in terms of this  
10 community. And we want an accounting, not just, you  
11 know, lip service, we want a physical accounting of the  
12 numbers of those of us in this community that are  
13 working that are able to support our families and  
14 contribute to keeping dollars and to create a quality of  
15 life in this community that you're disrupting as you put  
16 it in.

17 You see. Now, I go could go on and on, but I  
18 don't have much time. So I'm going to say thank you.

19 (Applause)

20 ALJ BUSHEY: Our next group of five speakers is  
21 Michelle Culbert, Jessie Mathis, Donald Singleton, Mary  
22 Christian, and Romona Tolliver. Ms. Culbert.

23 STATEMENT OF MS. CULBERT

24 MS. CULBERT: Good evening. I listened, and I'm  
25 not sure why we're here. In 2009 we had an evidentiary  
26 hearing that ruled that the holding pen and the at-grade  
27 crossing was found a mistake. The community did not ask  
28 for a station. The community demanded equity, safety,

1 and for the laws of the land to be upheld without  
2 intimidation, malicious deceit, and bait and switch  
3 tactics. The community asks for the grade separation.

4 If there's an accident at Farmdale, it will  
5 make the Chatsworth incident look like a fender-bender.  
6 We're demanding that our kids not be placed in a holding  
7 pen. It's not going too far. It's just plain common  
8 sense. Very little has changed in the design. Instead  
9 of one holding pen, we now have two holding pens. What  
10 we've been given is a Cracker Jack box that's been  
11 turned upside down, but at the end of the day it's still  
12 a Cracker Jack box.

13 I ask that you do the right thing, grade  
14 separate the line and treat the community with the same  
15 respect and equity that other communities have been  
16 given.

17 Thank you.

18 (Applause)

19 ALJ BUSHEY: Jesse Mathus.

20 STATEMENT OF MR. MATHUS

21 MR. MATHUS: Good evening. I am Jesse Mathus,  
22 Vice President of the Baldwin Hills Village Garden  
23 Homeowners Association, also a member of Fix Expo and  
24 UCA.

25 This is a redo. We were here last year, 2009.  
26 Commissioner Simon, Judge Koss, he heard the evidence.  
27 They ruled that this line, this intersection, this  
28 crossing should be grade separated. Now, what's



1 happened in the interim? What's happened in the  
2 interim? We need to make these folks accountable. They  
3 came back with a bait and switch tactic to separate the  
4 community. We will not be separated.

5 One of the things I want you folks to  
6 understand is this. In the South they use the railroad  
7 lines to segregate communities. George Wallace stood up  
8 and said, segregation now, segregation tomorrow,  
9 segregation forever. I'm saying, safety now, safety  
10 tomorrow, safety forever. This concerns all of us.  
11 Anybody that use any of these north-south thoroughfares  
12 should understand the vital importance of providing  
13 safety and security to this community and not separating  
14 this community.

15 I'm not going to take up all of my time  
16 because I know other people have got to speak, but dog-  
17 gone it, don't let this happen to us again, please.

18 (Applause)

19 ALJ BUSHEY: Donald Singleton.

20 STATEMENT OF MR. SINGLETON

21 MR. SINGLETON: Good evening. My name is Donald  
22 Singleton. I'm a teacher at Dorsey High School. I also  
23 live in the community. I can walk to work. Mr. King  
24 said it was a fait accompli and it was already done. I  
25 disagree. 1900 children traverse this campus daily,  
26 many of them in this community. And Steve Bagby said  
27 there are a lot of gangs in the neighborhood. Holding  
28 them in pens will make them in vulnerable.

1           You have a sign that said, improvements to  
2 Dorsey campus. If you want to improve Dorsey campus, if  
3 you want to make it safe, make it safe for the kids of  
4 Dorsey campus. You can't improve Dorsey campus by  
5 making a parking lot across the street. That doesn't  
6 improve Dorsey campus. What improves Dorsey campus,  
7 and I live here and I work here and I grew up here and I  
8 love this school, is to make sure that every child on  
9 Dorsey campus has the same opportunity as every student  
10 in Culver City, as every kid who lives in the area,  
11 because our kids are as good as every kid in the state.  
12 And I want you to treat them the same way.

13           (Applause)

14           ALJ BUSHEY: Mary Christian. Mary Christian.

15           COMMISSIONER SIMON: I'm going to ask that when  
16 your name is called if you can kind of be on deck on the  
17 side because just the few seconds that we lose by you  
18 walking up to the microphone when you're called adds up  
19 over the course of the evening, and we want to hear  
20 everybody this evening.

21           So if you hear your name called, if you'd just  
22 line up over on the side so when the speaker completes  
23 you can come right behind the prior speaker. Thank you.

24           ALJ BUSHEY: So do we have Christian? All right.  
25 We'll move on to Romona Tolliver followed by Vivian  
26 Blaylock, Sarah Hays, Stan Lee, Steven Rose, and Michael  
27 Sloan? No. James, Michael James. Please line up in  
28 the order I called you so we can move through our

1 speakers.

2 Ms. Tolliver.

3 STATEMENT OF MS. TOLLIVER

4 MS. TOLLIVER: Okay. My name is Romona Tolliver.  
5 I'm here for myself, and I'm here for the students and  
6 teachers here at Dorsey. And my teachers never went to  
7 public schools. Okay. They went to private schools,  
8 but I'm concerned about these kids. They don't have the  
9 money to fight for me. So that's what I'm here for.  
10 I'm sick of the difference. Whether you're poor or  
11 rich, you should all be treated the same. [Inaudible]  
12 they go underground. Culver City they go over  
13 underground. [Inaudible] they go so many miles around.

14 We have the same problem in New Orleans with  
15 BV. They tell you, oh, that's fine, that's fine.  
16 You're okay. They put cattle in a cattle pen. That's  
17 dangerous. We want it above the ground, I mean above or  
18 underground. And I think it's a shame for them to make  
19 a difference because they feel that this an area that's  
20 poor. And our representatives are the highest paid in  
21 the nation. I don't see one of them here, and they're  
22 selling us out. None of them want to go to the ballot  
23 box. They're going to not underground [inaudible] just  
24 to help MTA. I gave them 2 cents to help build this.  
25 We need the transit. Do it right. Build it right.

26 You're going to save millions of dollars to  
27 kill the kids. We may as well let everybody have  
28 [inaudible]. You going to slaughter them with a train.

1 Why let them live so they will be slaughtered? You  
2 don't live in this area. You don't understand how to  
3 react. You have to walk in a man's shoes to understand  
4 what is going on.

5 So I hope they would reconsider and treat us  
6 the same as SD and the people in Culver City. We love  
7 our kids. They're our angels.

8 And so I'd rather -- the parking lot, the  
9 teachers already losing time. They going to have to  
10 walk from across the northeast corner. They going to  
11 have to wait for the train to pass. So they lose the  
12 time like you said. Thank you.

13 ALJ BUSHEY: Thank you.

14 (Applause)

15 STATEMENT OF MS. BLAYLOCK

16 MS. BLAYLOCK: Good evening. I'm Vivian Blaylock.  
17 I'm a retired school nurse. I worked for 31 years for  
18 the US Department of Defense in a school in Germany.  
19 I'm telling you that because as a nurse I have a high  
20 concern for these students that are pitted against a two  
21 hundred and something, any way, train, because you know  
22 that these kids are at an age when they dare each other:  
23 I can get across the train before you do.

24 So I'm here in support of having this  
25 underground, not grade level, not above, but underground  
26 where it belongs. And I think that if we care enough  
27 about the students, that with the safety of these  
28 students would be the most important thing that we are

1 discussing today, and instead of trying to save money  
2 and put this thing on grade level, let's get whatever  
3 money it takes and put it underground. And I'm going to  
4 give some of my time to someone else.

5 ALJ BUSHEY: Thank you.

6 Sarah Hays.

7 STATEMENT OF MS. HAYS

8 MS. HAYS: My name is Sarah Hays. I live in  
9 Rancho Park near the future Expo Line. I am the mother  
10 of a 14-year-old daughter who went to Oakland Avenue  
11 Elementary School, and I understand parents' concerns  
12 about their children's safety. However, light rail  
13 lines are run at grade all over the country and the  
14 world without mass slaughter of innocents.

15 (Applause)

16 MS. HAYS: I am confident that not only will  
17 Dorsey High School students be able to cross the train  
18 track safely, particularly since the train will stop  
19 before crossing Farmdale, but they will ride the Expo  
20 Line to summer school classes at UCLA and jobs and  
21 internships and high tech firms in Santa Monica and  
22 businesses downtown.

23 Please do not delay providing these  
24 opportunities. I am in support of the current plan to  
25 provide a station at Farmdale and by the way also in  
26 support of crossing Overland at grade next to Overland  
27 Elementary School.

28 Thank you.

1 (Applause)

2 ALJ BUSHEY: Stan Lee? Steven "Reese"?

3 STATEMENT OF MR. ROSE

4 MR. ROSE: It's Steven Rose. I'm Steven Rose,  
5 President of Culver City Chamber of Commerce and former  
6 Mayor of the City of Culver City. I planned to say  
7 something else, but I need to say one thing. Yes, there  
8 is a grade separation at Washington National.  
9 Washington National is the only intersection in the  
10 entire MTA area that would close down two streets at one  
11 time. That is why the Culver City Regional Development  
12 Agency and the Culver City Council has helped funding a  
13 grade separation at Washington National.

14 The light rail as it goes from La Cienega to  
15 Washington National is at grade. There are two private  
16 schools within a block of the track. I believe that the  
17 Farmdale -- forcing the Farmdale Station, requiring the  
18 light rail to stop will be the safest way of proceeding  
19 with the Expo light rail. The train once stopped cannot  
20 accelerate that fast and will be a good safe issue.

21 Like a previous speaker, I too am in support  
22 in Phase 2 of keeping the light rail at grade as it  
23 crosses Overland and Western Boulevard where there are  
24 schools. So I looked at it at as many places as  
25 possible.

26 Thank you very much.

27 (Applause)

28 ALJ BUSHEY: Thank you, Mr. Rose.

1           Are there any other elected officials in the  
2 room that wish to address the Commission? Why don't you  
3 go ahead, and then I'll call some more speakers.

4                           STATEMENT OF MS. LA MOTTE

5           MS. LA MOTTE: Good evening. My name is  
6 Marguerite Poindexter LaMotte. I'm a member of the Los  
7 Angeles Unified School District for this area.

8                           (Applause)

9           MS. LA MOTTE: I'm not going to say a lot because  
10 we've been working with Damien and our attorney -- raise  
11 your hands -- for a long time, but there's been a lack  
12 of urgency. There's been a lack of needs, and we  
13 couldn't get this many people out for our needs. We  
14 couldn't get you to walk the streets of Exposition  
15 saying we need some help.

16                          So I don't know what's happening now because  
17 people are telling me the holding pens are back in, this  
18 is back in, and all this. And the only thing we've been  
19 fighting for is the safety of our kids. That's all we  
20 want, the safety of our kids. We don't want you to have  
21 to spend the money on some insurance thing for a kid who  
22 has been hurt. So if it's a holding pen, whatever it  
23 is, just be honest with us and give us the safest thing  
24 you have for the students at Dorsey as you do out west  
25 in Culver City, wherever. We deserve the same. That's  
26 all I'm going to say.

27                          (Applause)

28           ALJ BUSHEY: Thank you. Mr. James. Jones. I'm

1 sorry. Mr. Jones, why don't you speak, and then I'll  
2 call a large group of folks.

3 STATEMENT OF MR. JONES

4 MR. JONES: Judge, Commissioner, my name is  
5 Michael Jones, and I feel a little bit out-numbered  
6 tonight, but I'm going to tell the truth.

7 A VOICE: Thank you. We are too.

8 MR. JONES: Amen. As a resident and stakeholder  
9 of this community, also as president and CEO of Crenshaw  
10 Chamber of Commerce, I'm here to show support for the  
11 Farmdale stop at Dorsey. I've been a member of the  
12 Urban Design Committee on the Expo Line for about three  
13 or four years, and this train is going to bring about a  
14 lot of economic development to our community. I'm not  
15 here to talk about that.

16 I've had the privilege of witnessing light  
17 rail systems in Paris, France; Naples, Italy; Madrid,  
18 Spain; New York City; and Portland, Oregon, and I think  
19 Portland represents a model for the Los Angeles area.  
20 The Portland light-rail system cost more than 6 billion  
21 in development since its decision to build in 1978.

22 There's been a lot of talk about safety in the  
23 Expo Line. I show support for this line and what  
24 they're going to do at Farmdale because I was born and  
25 raised here in Los Angeles and my wife and I are --  
26 we're proud alumni of this high school. 38 years ago a  
27 train, a freight train was coming down these same  
28 tracks, and you never heard a problem about students



1 being hit with the freight trains.

2 (Voices)

3 MR. JONES: Let me finish. Let me finish. If we  
4 live in a [inaudible] society, common sense would  
5 dictate that you don't want to spend more than \$800  
6 million building a train that's not safe. The train is  
7 safe. It has to be documented for our kids and the  
8 residents of our community. I would agree that Metro  
9 made a huge blunder in identifying that as a holding  
10 pen, but it is not a holding pen. It's a place for  
11 safety. In Portland the rail shares the same at-grade  
12 level with --

13 ALJ BUSHEY: Thank you, Mr. Jones.

14 MR. JONES: -- automobiles, buses, and  
15 pedestrians.

16 (Applause)

17 ALJ BUSHEY: Our next speaker, and I'm going to  
18 call nine people. When you hear your name, get up and  
19 line up in order to my left. Ron Taylor, Frank Elmore,  
20 Marlene Carner, Noah Lippenklein, David Richardson,  
21 Barry Johnson, Derek Johnson, Presley Burroughs, Phil  
22 Krutz, and Taylor Mayfield. Please line up, and we will  
23 begin with Ron Taylor.

24 STATEMENT OF MR. TAYLOR

25 MR. TAYLOR: Hello every one. I am a member of  
26 this community. And I was awarded the security contract  
27 for the light rail system at the beginning of its  
28 admission, which has allowed me to employ people from

1 this neighborhood to take care of their families, take  
2 care of their wives and kids and things like that. So I  
3 am a very, very opponent person of the light rail  
4 because it has been a blessing to me and my company.

5 Thank you very much.

6 (Applause)

7 ALJ BUSHEY: Thank you. Frank Elmore.

8 STATEMENT OF MR. ELMORE

9 MR. ELMORE: I'm Frank Elmore. I got a little  
10 different take on what's happened with this. I'm not  
11 either in support or opposed to the project, but I think  
12 it's going to fall out on, you know, what's best for the  
13 community. But my concern is with the company that has  
14 the contract. I'm curious to know how much they  
15 actually give back to the community.

16 A VOICE: Yes.

17 ALJ BUSHEY: We're here to talk about a particular  
18 proposal in front of the Commission. That has nothing  
19 to do with the contract.

20 A VOICE: Yes, it does.

21 MR. ELMORE: So to look at what this community  
22 gives -- what that company gives back to the community  
23 would be my concern, but obviously that's not something  
24 you guys want to hear.

25 ALJ BUSHEY: Marlene Carter.

26 STATEMENT OF MS. CARTER

27 MS. CARTER: Hello. I speak to you as a former  
28 Dorsey student, as a teacher here at Dorsey now, as a

1 member of the community here that we're a part. And I  
2 know the people from MTA know trains, but I want you to  
3 know that we here at Dorsey, we know kids, we know  
4 teenagers, and we tell you when we talk about safety, we  
5 do know what we're talking about. We know how they will  
6 challenge safety systems, and we want to be very careful  
7 about that.

8           One speaker mentioned that he was a student  
9 here 38 years ago. Well, I was a student here 30 some  
10 odd years ago, and the train went by maybe once a day.  
11 So I'm not talking about once a day we had to worry  
12 about a train. We're talking about, I heard one thing  
13 that said 240 times a day. I heard 8 minutes, every 8  
14 minutes. Those are a lot of trains passing here, and it  
15 can be very, very dangerous for our students.

16           My students, we talked about this just a  
17 little bit, and they feel that, well, it's going to cost  
18 a lot of money. But I tell you, there's not too much  
19 money that you can pay to save the life of one of my  
20 students.

21           (Applause)

22           MS. CARTER: When I think about [inaudible] every  
23 time we have a student die, and we had one die a couple  
24 weeks ago in a shooting. And every time someone dies,  
25 education stops around here. So I don't want to have  
26 that happen because of something we could prevent, and I  
27 want everything to be done that we have to do. Our kids  
28 are worth it. Sometimes they don't even know they're

1 worth it. They don't even think they're worth it, but  
2 they are worth the money that we can spend to make this  
3 safe. I don't want to see them in holding pens. I  
4 don't want them sitting ducks if some shooter comes  
5 across here and shoots guns at them. I want something  
6 safe, and we need to figure out what it needs to be.

7 Thank you.

8 ALJ BUSHEY: Thank you. Noah Lippenklein.

9 STATEMENT OF MR. LIPPENKLEIN

10 MR. LIPPENKLEIN: Good evening. My name is Noah  
11 Lippenklein. I'm a teacher here of 11 years at Dorsey  
12 High School. I've also been living in the community for  
13 11 years. I am also the democratically elected chapter  
14 chair, union representative for the teachers here at  
15 Dorsey High School. And on behalf of the faculty here  
16 at Dorsey, I just want to make it perfectly clear that  
17 the overwhelming majority of us believe that it's  
18 completely unsafe to have this rail line.

19 (Applause)

20 MR. LIPPENKLEIN: For those of us who work here  
21 every single day and those of us who just drive a couple  
22 blocks home every single day, we know how unsafe it is  
23 right now at Farmdale, let alone if you have a train  
24 that even at 10 or 15 miles an hour has the ability to  
25 move a car into that holding pen and kill 20 or 30 or 40  
26 students.

27 And it just breaks my heart for the people in  
28 this room who are not from this community who are

1 saying, who don't understand that during our career as  
2 teachers here we're going to lose young people if this  
3 train is built at street level. You have to understand  
4 how much pain that will bring to this community, the  
5 teachers, the parents, who cannot be advocating for this  
6 to be at street level. We have to be advocating for  
7 this to be below ground or elevated like it is on the  
8 west side at Culver City and like it is at school at  
9 USC.

10 Please understand. I'm hoping Dr. Simon and  
11 others folks may understand that it's for the safety of  
12 the young people, and also just be very clear, we heard  
13 it is environmental racism on the presentation. I call  
14 it institutional racism that at USC and at Culver City  
15 when they built this [inaudible] on the left side, then  
16 they're going to build in a safe way for the young  
17 people there but they're not going to do it here? Come  
18 on. Unacceptable.

19 (Applause)

20 STATEMENT OF MR. RICHARDSON

21 MR. RICHARDSON: Good evening. My name is David  
22 Richardson, and I'm the current president of the  
23 Motivated Men here at Dorsey High School. I'd like to  
24 say two things. Number one is as I sit here and I look  
25 in your faces, is this just an exercise for you, or do  
26 you really hear us?

27 A VOICE: No.

28 MR. RICHARDSON: I'm at this school almost every

1 single day, and it appears to me from what I see that  
2 the decision has been made, that the meeting that we  
3 held in 2009 meant nothing to you.

4 Now, USC may have may have run out of money,  
5 but we haven't run out of what we're going to do to  
6 prevent this from happening. The safety of the kids is  
7 first. There is no way that you can tell me that it's  
8 not going to be distracting for a train to travel by  
9 here 240 times a day within, I heard a gentleman say the  
10 school was a block away. We're talking about trains  
11 less than 20 yards from the sidewalk.

12 Another thing that you may not know is that  
13 they're about to reconstruct Dorsey campus, and right  
14 here next to this fence on the north end they're about  
15 to build a new gym, which is due to be completed in  
16 2013. Another concern is how are our citizens going to  
17 be able to effectively get to that gym without going all  
18 the way over, all these other distances they have to  
19 travel.

20 But as I leave this microphone and I look in  
21 your faces, I've seen this since 1960, this is nothing  
22 more than an exercise in futility for us and for you and  
23 for you just to listen. And also we know that the  
24 Crenshaw Line is going to be beneath ground. Why can't  
25 we do it right here?

26 Thank you very much.

27 (Applause)

28 ALJ BUSHEY: Barry Johnson.

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STATEMENT OF MR. JOHNSON

MR. JOHNSON: I'm speaking on behalf of Derek Johnson. He wanted to come up here, one of my coworkers. I grew up in this community, and I work right here at Edmunds yard [phonetic] where they're going to put the rail. I'm one of the guys building the rail.

Whether it be below ground or above ground, I think the biggest threat is at the four corners right there. I see all you parents every day running stop signs.

A VOICE: Thank you.

(Applause)

MR. JOHNSON: [Inaudible] get away from the kids. So I don't think the safety lies in the way you put the train in. I believe we should have more faith in our kids, how we raise them. They're not stupid enough to run in front of the train. I think the biggest problem is going to be you parents rushing to get your kids to school and get to work and as you drop your kids off. I watch it every day running straight through those stop signs like the kids running. It's the problem.

So I'm not for it or against it. I think you guys need to be more safe and have more faith in our kids.

(Applause)

ALJ BUSHEY: Presley Burroughs.

STATEMENT OF MR. BURROUGHS

1 MR. BURROUGHS: I'm speaking in favor of this  
2 proposal. Getting that out of the way first.

3 I've been involved with this project as a  
4 volunteer since 1982. I grew up 100 yards away from the  
5 right-of-way. I've been looking at this area for light  
6 rail, not a subway, not a guide way, not a bus way, not,  
7 you know, a mono rail, light rail, and it's finally  
8 coming to pass.

9 We seem to be compartmentalized a lot here.  
10 You know that L.A. Unified School District built a high  
11 school adjacent to a Gold Line station at grade on East  
12 1st Street? Take a trip. The high school is there, and  
13 the train is there.

14 A VOICE: Brand new school.

15 MR. BURROUGHS: Brand new school, brand new train.

16 (Voices)

17 ALJ BUSHEY: No, no. This is not an argument.  
18 Let the speaker speak.

19 MR. BURROUGHS: And Los Angeles Unified is also  
20 planning to build other schools adjacent to property  
21 owned by MTA on Slauson Boulevard.

22 A VOICE: Yes. Why not.

23 MR. BURROUGHS: Adjacent to light rail proposals.  
24 Culver City, we're talking about Culver City students.  
25 Well, Culver City students don't cross the facility.  
26 They don't cross that way. We need to do something  
27 very, very basic. We need to teach our children how to  
28 cross the street.



1 (Laughter and Applause)

2 MR. BURROUGHS: This neighborhood is not poor.  
3 Your children cannot buy a house in your neighborhood  
4 here. If you want to save the children --

5 COMMISSIONER SIMON: Time is up, sir.

6 MR. BURROUGHS: -- home school them.

7 COMMISSIONER SIMON: I'm going to interrupt here.  
8 Could I have your attention, please.

9 There are two sides to every issue at least,  
10 and every one deserves to be heard. For those of you  
11 who insist on heckling, I'm going to ask you to leave,  
12 because it's simply unfair. I want every speaker to be  
13 given the dignity that they deserve. They have taken  
14 their time out of their evening just like you have.

15 (Applause)

16 COMMISSIONER SIMON: They deserve the opportunity  
17 to be heard. Thank you.

18 ALJ BUSHEY: Phil Krutz. And Taylor Mayfielder?

19 A VOICE: Mayfield.

20 ALJ BUSHEY: Mr. Mayfield, please come forward and  
21 address the Commission.

22 STATEMENT OF MR. MAYFIELD

23 MR. MAYFIELD: Good evening, community residents.  
24 My name is Taylor Mayfield, and I'm here to talk against  
25 the project.

26 First of all, let me say this. The Culver  
27 City mayor only spent \$4 million of the \$30 million to  
28 get that construction. Then let me get into my

1 presentation.

2 First of all, I'm somewhat disappointed  
3 because some of you come up here to talk in favor of  
4 this. I know you. And you're putting yourself before  
5 your children, and I'm sitting there watching you guys  
6 and I'm like, come on, guys.

7 (Applause)

8 MR. MAYFIELD: Now, we're talking about drivers,  
9 right. We're talking about automobiles coming across  
10 this section. This is Dorsey High School. There's  
11 young people here. [Inaudible] probably one of these  
12 young drivers here, the least experienced. We like to  
13 speed. I was young. They're going to increase the  
14 danger of something happening here just because of who  
15 they are.

16 This is also South Los Angeles. This is not  
17 the Valley. This is not Culver City. This isn't  
18 Europe. We're talking about putting the train right  
19 here in our neighborhood. We have certain elements here  
20 that we have to deal with every day that other areas of  
21 the country or other countries for that matter don't  
22 have to deal with. So please take into consideration  
23 who we are, what we're dealing with. Safety first.

24 Thank you very much.

25 (Applause)

26 ALJ BUSHEY: Our next group of planned people  
27 begins with Latanya Jones, Dr. Moses Calhoun, Opal  
28 Young, Hattie Babb, Ernesto J. Pandosa, Jevante Davis,

1 Michelle James, and Darrell Clarke.

2 Latanya Jones.

3 MS. JONES: Sorry. I was trying to get there.

4 STATEMENT OF MS. JONES

5 MS. JONES: Hi. I'm Latanya Jones, and I want to  
6 say: I've been on welfare. I've been in jail. I've  
7 been on GR. I didn't finish high school. I have a job.  
8 I'm not in jail.

9 (Applause)

10 MS. JONES: I have a GED. And it's all because of  
11 FFP, the light rail. I work out there at MTA. I am so  
12 proud of me. I'm proud of me. This company is like a  
13 family to me. So I guess you know: I'm for the light  
14 rail.

15 Thank you.

16 ALJ BUSHEY: Dr. Moses Calhoun.

17 STATEMENT OF MR. CALHOUN

18 MR. CALHOUN: I'm Dr. Moses Calhoun. I'm a LAUSD  
19 employee. I am also a member of the LA House of  
20 Representatives. I am a specialist in learning  
21 disabilities. I have a PhD in child psychology.

22 My concern of course is the safety of  
23 children, but my concern mainly is of their minds,  
24 because we live in a community and we represent children  
25 who may not be able to handle the educational progress  
26 that we want them to. What could a light rail system  
27 running down Dorsey campus many times of the day do with  
28 the noise level? Our children have learning

1 disabilities.

2 I am conducting an environmental study on what  
3 kind of psychological effect will a rail system running  
4 across Dorsey campus, what will it do with the children  
5 who are already disabled with their learning, and we are  
6 trying to get them to the point where they can advance  
7 educationally? What will that noise level do?

8 Also where is the environmental impact study  
9 on the children's minds? The rail system needs to go  
10 underground or overhead. I prefer underground myself,  
11 but if it goes overhead, that's fine. That way we will  
12 reduce the distraction, because I'm a specialist in  
13 distraction on the children's minds that distracts them  
14 from learning in a proper learning milieu on the campus.

15 So I say, think about the children's minds.  
16 Sure, you got to be safe, but you got to make sure that  
17 they learn, and if they are learning, then we can see  
18 our community advancing even further.

19 ALJ BUSHEY: Dr. Calhoun, thank you.

20 Opal Young, then Hattie Babb.

21 STATEMENT OF MS. YOUNG

22 MS. YOUNG: Good evening. I'm Opal Young. I'm  
23 the chair of the Baldwin Hills Crenshaw Homeowners  
24 Coalition. We represent nine homeowners associations  
25 and three block clubs. I got involved with this project  
26 in the late '80s or very early '90s, and it was  
27 suggested then that we go underground with this project.  
28 And we have progressed all the way to this date today in

1 2009 and 2010.

2 Now, I'd like to ask a question. Isn't  
3 anybody listening to the community? I would just like  
4 to know that. We have come forth with you. We have  
5 talked with you, we have met with you, we have appealed  
6 to you, we have almost begged you to put this system  
7 underground. It is not safe. We know it's not safe.  
8 You know it's not safe. So we would like to know, what  
9 is your objection? We haven't heard that yet. What do  
10 you object to putting it underground? We would like to  
11 have an answer to that question.

12 Thank you.

13 ALJ BUSHEY: Hattie Babb followed by Ernesto  
14 Pondosa.

15 STATEMENT OF MS. BABB

16 MS. BABB: Hello everybody. My name is Hattie  
17 Babb. We do oppose this plan. Why? Because of our  
18 Dorsey students. I'm chair of West Adams Neighborhood  
19 Council, and I'm also with JDAT [phonetic], Expo  
20 Neighbors, UCA. I'm involved. And we want it grade  
21 separated.

22 In our area we have 28,000 residents for  
23 stakeholders, and we do not want it the way it's  
24 planned. And I feel like we're impacted by this. We  
25 live here. We have invested property in this community.  
26 You should be listening to West Adams, not all of the  
27 people in the white T-shirts and the people in Culver  
28 City.

1 (Applause)

2 MS. BABB: As a community we are West Adams  
3 Neighborhood Council. We provided sandwiches for every  
4 one here. And we say grade separation. Nothing less.

5 (Applause)

6 STATEMENT OF MR. PANTAJA

7 MR. PANTAJA: My name is Ernesto Pantaja. I'm  
8 here on behalf of [inaudible] Laborers Local 300. As  
9 you know, we are in support of this, and it's not that  
10 organized labor puts the safety of kids in front of the  
11 work. Latanya is actually one of the members of Local  
12 300. There's about 8,000 members. About 1500 of them  
13 are currently out of work. There are several workers  
14 actually who are here tonight who actually got to work  
15 and have worked on the Expo light rail and have been  
16 able to keep going. Considering the fact that out of  
17 all the over, what, 60,000 members within the building  
18 and construction trades, 24 to 25,000 are currently out  
19 of work. We need work now.

20 Like I said, we're not supporting a project  
21 that puts the safety of kids below work. What we're  
22 saying is is we believe that at the end of day whether  
23 you put it underground or above ground, labor is still  
24 going to get work. But it's really about -- the studies  
25 have been done. We're supporting what they're saying is  
26 safe, and we need to get our people back to work. There  
27 are a ton of Latanyas out there who need jobs now. And  
28 they need to move forward so that they can continue to

1 pay their bills and stay in their homes and feed their  
2 kids as well.

3 So on behalf of Local 300, we sport the  
4 project.

5 Thank you.

6 (Applause)

7 ALJ BUSHEY: Thank you. Jevante Davis, Michelle  
8 James, Darrell Clarke.

9 STATEMENT OF MR. DAVIS

10 MR. DAVIS: Good evening.

11 (Applause)

12 MR. DAVIS: I'm Jevante Davis. On behalf of --  
13 I'm Jevante Davis. I'm captain of the varsity wrestling  
14 team here at Dorsey, a member of Dorsey High School --

15 (Applause).

16 MR. DAVIS: -- [inaudible] and hopefully a future  
17 English teacher here at Dorsey.

18 (Applause)

19 MR. DAVIS: On behalf of Dorsey High School and  
20 Dorsey High Alumni Association, we request that the  
21 station be built underground or above ground, is  
22 requesting grade separation. Some may think it  
23 reasonable to built it at street level and others may  
24 not care, but this is a very important matter. They  
25 must reconsider it in regards to the individuals who  
26 will be mostly involved, which is us the students.

27 As a teenager I'm also subjected to the  
28 repertoire of negative generalizations that almost

1 always come along with being a teenager and young adult.  
2 We're represented to be rowdy, obnoxious, immature,  
3 irresponsible hoodlums. If we're so out of control, do  
4 you think that a street level train station will be the  
5 smartest idea?

6 (Laughter)

7 MR. DAVIS: But the main focus has been on the  
8 Dorsey students alone. The entire community would be at  
9 risk if this train is built at grade level. In the  
10 immediate vicinity there's Hillcrest Elementary School  
11 as well as Rancho Park. There's students as well as  
12 adults running in and out of there all day. So  
13 ultimately you can jeopardize the safety of every one in  
14 the community.

15 Without establishing the train underground at  
16 an elevated level, we need to impart to students that  
17 the most important thing we can get is an excellent  
18 education, and that's the comfort of a safe learning  
19 environment.

20 If any of your children here that we are your  
21 future, you must also believe that you must protect the  
22 present in order to preserve the future, and remember,  
23 it's not over until it's under.

24 Thank you.

25 (Applause)

26 ALJ BUSHEY: Michelle James, Darrell Clarke.

27 STATEMENT OF MR. CLARKE

28 MR. CLARKE: Okay. Thank you. I'm Darrell



1 Clarke, co-chair of the Friends 4 Expo Transit. I've  
2 been a volunteer for the Expo Line for 21 years now.

3 We're looking forward to approval of the  
4 Farmdale crossing to complete this very important  
5 transit line. The added station in particular will  
6 benefit students and the community, like Dorsey High  
7 students taking college classes at Santa Monica College  
8 or trade tech. It will make that very convenient.

9 It's also time for some real facts about  
10 safety and equity. We've heard a lot of things here  
11 tonight, but let's have some real facts. This crossing  
12 will be safer than either the original at-grade  
13 proposals or the pedestrian bridge that came out of the  
14 earlier round in the PUC. It will be even safer than  
15 the Pasadena Gold Line where students have safely  
16 crossed the tracks at Glenarm for seven years. There  
17 have been zero accidental deaths on the Pasadena Gold  
18 Line in seven years. Zero. That is a very safe line.  
19 It would be safer than the City of Santa Monica where  
20 trains will cross signalized but unpainted intersections  
21 at 30 miles an hour one block from Santa Monica High  
22 School, like in so many other cities you've heard about  
23 and like in USC where, by the way, it is at grade most  
24 of the way around USC.

25 Farmdale will be 15 miles an hour after a  
26 station stop with gates. And did you know that the City  
27 of Santa Monica requested at grade in Santa Monica as  
28 more pedestrian friendly? This is not special

1 treatment.

2 ALJ BUSHEY: Thank you, Mr. Clarke. Michelle  
3 James. I'm sorry. I took five seconds from you, Mr.  
4 Clarke. Michelle James, Karen Leonard.

5 MS. LEONARD: Karen Leonard.

6 ALJ BUSHEY: Karen Leonard. All right. Alex  
7 Kasper, Alan Fishel, Virginia Clarke, and Karl Rube.

8 Please come forward, Ms. Leonard.

9 STATEMENT OF MS. LEONARD

10 MS. LEONARD: Yes. I'm Karen Leonard, and I'm  
11 speaking in favor of the proposed solution. It is a  
12 solution. It is in response to previous hearings. It's  
13 going to have a station. It's going to stop. It's  
14 going to move at 15 miles an hour. We have some of the  
15 same concerns for children's safety in my part of the  
16 city. I come from further west in Cheviot Hills. I'm  
17 co-chair of a group with Sarah Hays from whom you've  
18 already heard that is in favor of at-grade light rail  
19 running along Phase 2 of the route right by Overland  
20 School.

21 We've looked carefully. We feel it's safe.  
22 We've interviewed people in a school on the Gold Line.  
23 They've welcomed the rail now. They use it for field  
24 trips. And I really hate to hear all the scare tactics,  
25 the fear-mongering, because it's going to be a great  
26 project and we can't wait for it to come. We really  
27 don't want it held up any longer here on this issue.

28 Thank you.

1 (Applause)

2 ALJ BUSHEY: Thank you. Alex Kasper. Alan Fishel  
3 next and Virginia Clarke.

4 Mr. Kasper.

5 STATEMENT OF MR. KASPER

6 MR. KASPER: Good evening. My name is Alex  
7 Kasper. I am for the Expo Line project. This is my  
8 first time coming here. I live about five miles north  
9 of here.

10 I got to say Damien Goodmon is a good speaker.  
11 He has some good information, and I really appreciate  
12 what he's saying. I also appreciate the PUC having a  
13 meeting here and not in Sacramento at 10 a.m. They came  
14 here for us.

15 And, you know, I see every one. I see they're  
16 scared, but all I'm asking is get some of your  
17 information from friends and family where they have  
18 street cars and light rail like Seattle, like Portland,  
19 like Cleveland, like Philadelphia, like New Orleans. Go  
20 there and look at those systems. They're very similar  
21 to this. And I think spreading scare tactics -- I mean  
22 we're talking about if a train hits a car and a car  
23 flips upside down and hits, that would be terrible, but  
24 how many accidents like that have happened? Do we have  
25 to be as safe as we can at all times?

26 A VOICE: Yes.

27 MR. KASPER: I mean safety at all times any  
28 possible thing. You want to raise the sales tax again

1 another 5 percent to raise billions of dollars more to  
2 put it underground. How many accidents -- it's hard to  
3 argue this, but I don't understand how that works. And  
4 it makes me very uncomfortable seeing every one just  
5 saying, it's only about kids' safety, it's only about  
6 kids' safety. Let's spend millions and millions of  
7 dollars and put it underground. [Inaudible]

8 (Applause)

9 ALJ BUSHEY: Alan Fishel, Virginia Clarke, Karl  
10 Rubel. Mr. Fishel.

11 STATEMENT OF MR. FISHEL

12 MR. FISHEL: My name is Alan Fishel. I first want  
13 to thank you for allowing us to present our feelings and  
14 our sides and our experience before you.

15 COMMISSIONER SIMON: Can we have one speaker  
16 please? Thank you.

17 MR. FISHEL: My real question is, though, why is  
18 this line, and why is the crossing so unsafe here when  
19 on the Gold Line in East Los Angeles, which also has  
20 neighborhood problems too, there is a high school 30  
21 feet from the line, a brand new high school. Another 3  
22 miles down is a Catholic high school adjacent to the  
23 line. There are three grammar schools within half a  
24 block of the line. There's another high school at the  
25 corner of 4th and Indiana. Right there a line goes 10  
26 feet from the high school.

27 How come those schools are so safe and this is  
28 so unsafe? Is it the students? Is it -- why is that --

1 why is this so terrible, so dangerous, when it's safe  
2 there, safe for Pasadena, safe for the rest of the  
3 country? I live on the Long Beach Line. I love it. It  
4 works wonderful. I live within a mile of Wardlow  
5 Station, which is an at-grade station. I walk there.  
6 My children walk there.

7 There's something wrong when someone takes  
8 fear and makes such a big deal out of fear and uses fear  
9 as a vehicle to further his own means to become popular,  
10 get known. There's not a problem. The problem is being  
11 generated in fear by someone who is creating victims who  
12 aren't victims. These are high school kids. These are  
13 intelligent bright kids. They know how to cross the  
14 street, believe it or not.

15 (Applause)

16 MR. FISHEL: Let's give have them a chance.

17 (Applause)

18 MR. FISHEL: [Inaudible] They've done their job.  
19 They've done a lot of research. They know what they're  
20 doing. Let's go with this plan as has been worked out.

21 Thank you.

22 ALJ BUSHEY: Thank you.

23 Virginia Clarke, then Carl Rubel, John Mackel.

24 STATEMENT OF MS. CLARKE

25 MS. CLARKE: Hi. I'm Virginia Clarke, and I  
26 strongly enthusiastically support the joint settlement  
27 agreement. The added station is an incredible win for  
28 the community, a significant increase to the cost to the

1 project actually. That decision goes above and beyond  
2 to address safety concerns of the community. People  
3 aren't killed by stopped trains.

4 I've lived in Boston where there are light  
5 rail lines that pass dozens and dozens of schools  
6 whether they be elementary, middle or high school and  
7 colleges and universities, all filled with young people.  
8 And no matter whether they're in the inner city or next  
9 to Harvard and whether they're in gang areas, there  
10 aren't the fatalities that people are talking about  
11 here.

12 I live 200 feet from the line, and my son was  
13 a USC student and is an advocate, was an advocate for  
14 at-grade there, which has happened. There is not grade  
15 separation there. This project is safe, safe, safe.  
16 It's even safer than the Pasadena line, which as they  
17 said, hasn't had a single fatality in seven years, the  
18 whole time that this thing has been worked on.

19 It's sad that so many people have been  
20 unnecessarily worried and caused great angst on the  
21 basis of false and imagined but never experienced  
22 scenarios. It's upsetting and unsettling to see so many  
23 people so misled.

24 (Applause)

25 ALJ BUSHEY: Karl Rubel.

26 COMMISSIONER SIMON: Some of you may not realize,  
27 but the acoustics in this room -- can you hear me?

28 VOICES: Yes.

1           COMMISSIONER SIMON: The acoustics in this room  
2 causes your conversation to really project across the  
3 auditorium. I'm talking. Excuse me. Could we have one  
4 meeting?

5           So I'm going to ask that if that conversation  
6 is so important -- and I understand, I know it's been a  
7 long evening, we have a ways to -- that you simply step  
8 outside with your colleague and hold the conversation  
9 away from earshot so that every speaker can have the  
10 same respect that you have had.

11           Thank you.

12           (Applause)

13           ALJ BUSHEY: Karl "Rubed" or "Rubbed"? No? John  
14 Mackel, Charles Walker, Ernest Roberts.

15                           STATEMENT OF MR. MACKEL

16           MR. MACKEL: Hello. I'm John Mackel. I'm here  
17 to strongly support the project. I want you to know  
18 that I live in West Los Angeles, and we have some  
19 fear-mongers there as well. So we deal with them. But  
20 in our neighborhood which is close to Overland  
21 Elementary School I have spoken with a large number of  
22 neighbors of mine, over a hundred, and most of them are  
23 strongly in support of the project at grade, at-grade  
24 crossings at Overland, Westwood and Sepulveda. They  
25 understand the project and they want the project. So  
26 fear-mongering is everywhere, but we have to understand  
27 it and understand the project and the importance of the  
28 project.

1           One of the things that I believe is important  
2 about the project, it has been mentioned, but I get a  
3 little bit of [inaudible], the ability of LAUSD high  
4 school students to go to other schools like Santa Monica  
5 College. My son is an LAUSD high school student,  
6 graduated, and he benefitted strongly from the ability  
7 to take classes at Santa Monica College. This line will  
8 enable children to go to Santa Monica College for  
9 classes without the coordination problems that I had,  
10 but they were worth every bit of it. It was very  
11 difficult to coordinate the schedules and getting to  
12 class, but it still worked out.

13           So I strongly believe that this a win-win for  
14 the community and the students of Dorsey High School,  
15 and I strongly support the project.

16           Thank you.

17           ALJ BUSHEY: Thank you.

18           (Applause)

19           ALJ BUSHEY: Charles Walker followed by Ernest  
20 Roberts, and then we will have a break.

21           Charles Walker?

22           MR. WALKER: Yes.

23           ALJ BUSHEY: Thank you.

24   STATEMENT OF MR. WALKER

25           MR. WALKER: Good evening. My name is Charles  
26 Walker. I am a resident of the area. 50 years ago I  
27 walked every school day across Farmdale, and it was  
28 exciting. And it was exciting then. We had a small



1 cafe. We would eat there after school. So it's great,  
2 great crossing. I lived at Adams and La Brea. So I  
3 could walk to school.

4 There was a freight train. You would see that  
5 once in a great while but not a regular thing. I think  
6 I would have challenged that train because that's the  
7 kind of a child I was. I was wild. If I saw a train  
8 and I thought I could beat it, I would take my shot.

9 And so I'm here today to speak not out of fear  
10 but out of love because I know my heart is going to be  
11 broken if one child is lost. And so it's not out of  
12 fear. It's out of love. I'm for the grade separation.

13 Thank you.

14 (Applause)

15 ALJ BUSHEY: Thank you very much.

16 Ernest Roberts.

17 STATEMENT OF MR. ROBERTS

18 MR. ROBERTS: I'm Ernest Roberts. I'm executive  
19 director of PVJOBBS, Playa Vista Job Opportunities and  
20 Business Services. And we have a collaborative of many  
21 organizations serving at-risk individuals, and then they  
22 send them to us for job placement. [Inaudible] And  
23 we've got close to 50 people placed in various positions  
24 at the Expo and associated with the Expo Line.

25 You know that in 1950 they did a study to  
26 figure out how much transportation they would need, how  
27 many freeways they would need to connect to the valley,  
28 Los Angeles to the valley. They figured they'd need

1 four, 405. One was supposed to go through Beverly Glen,  
2 Pasadena Freeway and the Long Beach Freeway. So here we  
3 are sometime later because of a lot of stuff from  
4 residents who don't want that to happen. So now we have  
5 two freeways to the valley and we're overcrowded.

6 The actual light rail, it's part of being  
7 concerned. I live just right here. I know how  
8 important regional issues are. But it's also a greater  
9 regional issue if you were to try to [inaudible].  
10 That's one thing that we need to be thinking about.

11 The other is I need job placements.  
12 [Inaudible] I've got 12,000 clients a day to work. I  
13 have no place to put them. We're going to contribute to  
14 the economic welfare of our community, build the project  
15 and move us forward. That's what is the nature of our  
16 society is we move forward. [Inaudible] 30 percent to  
17 local community, local residents, 27 percent. So we  
18 have [inaudible], but they're not doing too bad.

19 ALJ BUSHEY: Thank you, Mr. Roberts.

20 (Applause)

21 ALJ BUSHEY: The Commission will be in recess for  
22 10 minutes. We will begin in 10 minutes.

23 (Recess taken)

24 ALJ BUSHEY: I'd like to have our next speakers  
25 line up. Karl Ruben, Alphoso Wilson, Nelle Ivory, Emily  
26 Cobar, Julie Maher, Charlotte Furth, Lizet Lopez, Pam  
27 Emerson. Would people please line up to my left.

28 COMMISSIONER SIMON: Thank you for cooperating on

1 the break. Our court reporter had to change his tape.  
2 We're going to take it on out now. This is the last  
3 course. So those who have not signed up please do.  
4 We're going to ask you to line up when the  
5 administrative law judge calls your name again.

6 Thank you all for your presentations. Thank  
7 you.

8 ALJ BUSHEY: All right. Mr. Ruben. Please begin.

9 STATEMENT OF MR. RUBEN

10 MR. RUBEN: My name is Ken Ruben, and I'm a  
11 Culver City resident and a lifetime transit rider, rail  
12 and bus, Metro and all its predecessors. I support the  
13 joint agreement as reached. Also I support the previous  
14 comments of Sarah Hays, especially Steve Rose, and  
15 Darrell Clarke. I look forward to riding the Expo Line  
16 to and from Culver City and other locations.

17 Thank you for having this public forum, public  
18 hearing, and thank you very much for your time.

19 ALJ BUSHEY: Alphoso Wilson. Alphoso Wilson.  
20 Nelle Ivory.

21 MS. IVORY: I'm Nelle Ivory, N-e-l-l-e, not  
22 "Nelly."

23 ALJ BUSHEY: Sorry.

24 STATEMENT OF MS. IVORY

25 MS. IVORY: That's okay.

26 I'm Nelle Ivory, and I've been in this  
27 neighborhood since 1962. I'm going to call on the mat  
28 whoever is putting the Metro to be at ground level. How

1 many schools is on that line, private and public that  
2 the little kids were having to try to get across? How  
3 many street is from USC to Culver City that's going to  
4 be wiped out? We can't walk across. There's a lot of  
5 them we can't walk across right now. Starting at USC,  
6 Vermont, from Vermont on downtown USC got it better than  
7 ever.

8           However, that's what I'm concerned about. I'm  
9 concerned about youth and safety, the youth and the  
10 safety. And to put it ground level, I'm going to call  
11 it death r-o-a-d, because kids take chances. And what  
12 is the problem? All of us pay taxes, buy a soda, pay  
13 taxes, federal tax, state tax, county tax. Now what is  
14 the problem? We all pay tax in California. I guess we  
15 do. I know I do. So is it the money? What is the  
16 problem they don't want to go underground?

17           Another thing. [Inaudible] I've been back  
18 east, Chicago, New York, and all that. Check that out  
19 and see what their rails are like. Don't just do  
20 [inaudible] neighborhood. But how many streets are we  
21 able to cross? But whatever you want to buy, you want  
22 to go to Washington. Exposition is the main street.  
23 I'm not against the Metro Rail, and don't think I am.  
24 Go underground like you have from downtown to USC to  
25 Culver City. And we know why many is against us for  
26 saying don't want what we want in the city. And I don't  
27 know how many of you all live in the city.

28           (Applause)

1 MS. IVORY: If you don't, what is your purpose of  
2 being here?

3 (Applause)

4 MS. IVORY: Are you getting paid, or you hate us?  
5 [Inaudible) I want know a little psychology next time  
6 somebody speak.

7 ALJ BUSHEY: Thank you.

8 MS. IVORY: Thank you.

9 (Applause)

10 ALJ BUSHEY: Emily Cobar.

11 STATEMENT OF MS. COBAR

12 MS. COBAR: Good evening. My name is Emily Cobar,  
13 and I'm the senior class vice president, Eagle Club  
14 member, tennis player.

15 (Applause)

16 MS. COBAR: I know how my fellow peers are. I  
17 take the Metro bus every day, and every time the bell  
18 rings at 3:08, 1800 students leave out of school to get  
19 home. Several cross on Exposition. This Expo Line  
20 should not be built on street level because it's  
21 dangerous for the high school students and the  
22 neighborhood around.

23 I believe it's unfair to have the train  
24 underground by USC and above ground in Culver City and  
25 not by Dorsey High School. Like I said before, I'm a  
26 current Dorsey High School student. My peers sometimes  
27 don't think before they act. They sometimes act  
28 immature and don't think about consequences until after.

1 I have witnessed with my own eyes students jaywalking,  
2 rushing to school to be on time and running in front of  
3 cars thinking any one would stop for them. Students  
4 will believe they can beat the train. In reality, due  
5 to a careless mistake, a student driving would stop, but  
6 the train would keep going.

7 Thank you.

8 (Applause)

9 STATEMENT OF MS. MAHER

10 MS. MAHER: Good evening. My name is Julia Maher.  
11 Thank you for allowing me to address you. I'm here in  
12 support of the proposed settlement. I think that this  
13 is a win for the community. I think it's a win for the  
14 greater region. I do not live in this community, but I  
15 live in a community that is also unhappy and feeling  
16 that they're not being given a fair shake.

17 I think the communities along this line are  
18 being treated fairly no matter where they are, and I  
19 would encourage you to actually go and look at the USC,  
20 and you will not see what you're being told here  
21 tonight. The line is not below grade at USC. It comes  
22 up, after it goes under the freeway, it comes up right  
23 in front of USC, and there's going to be an at-grade  
24 station between USC and the park.

25 The community to the west of here also wants  
26 grade separation, and a few people have already spoken  
27 about that. The people who live near Overland School,  
28 they want to have grade separation. They're not going

1 to get it. You're not going to get it either.

2 VOICES: No.

3 MS. MAHER: Communities are being treated the same  
4 in spite of what they're being told, and the facts are  
5 the facts. And I think it's worth it for you to  
6 actually go and look at some of these things that you're  
7 being told because it's not always true.

8 This is a very fair proposal. The station is  
9 going to be an asset to everybody in this area, students  
10 and community, and it will be safe, and I hope it's  
11 approved.

12 Thank you.

13 ALJ BUSHEY: Thank you.

14 (Applause)

15 ALJ BUSHEY: Pam Emerson, Clint Simmons, Karl  
16 Ansori, Dezi Lewis.

17 STATEMENT OF MS. FURTH

18 MS. FURTH: Hello. I'm Charlotte Furth. I too am  
19 not from this neighborhood. I certainly made the sense  
20 that all politics is local, and maybe one of our  
21 problems is it's almost too local.

22 I teach at USC. So I'm aware of the situation  
23 there. I live very near the Overland School where my  
24 kids went to school. So I've seen with my own eyes that  
25 USC had to compromise. They had to accept at-grade all  
26 along Exposition even though they wanted to use their  
27 own money to help put it underground.

28 And USC students are my kids. I teach them.

1 They're all not all that responsible, and they crowd  
2 around, and they don't always ride so safely. So we're  
3 dealing now at USC with the same issues that you're  
4 dealing with here. And then out further to the west at  
5 Overland there are controversies over grade separation  
6 at Overland, at Westwood and Sepulveda, one  
7 neighborhood, one street after another. Everybody has  
8 to compromise if we are going to have good public  
9 transportation that will bring us as a city together.  
10 That's what I want.

11 (Applause)

12 ALJ BUSHEY: Pam Emerson.

13 STATEMENT OF MS. LOPEZ

14 MS. LOPEZ: I'm Lizet Lopez. I live two blocks  
15 away, and I'm also a Dorsey student.

16 (Applause)

17 MS. LOPEZ: Like I said before, I live two blocks  
18 away, and I don't want to see people getting killed or  
19 car accidents. Especially some teenagers have dorsal  
20 lateral prefrontal cortex, the part of their brain that  
21 affects their reasoning makes it three times more likely  
22 to have an accident. And I think with a rail line makes  
23 it four or five, even ten times more likely that they'll  
24 have an accident.

25 And also since I said I'm also a Dorsey  
26 student, I have experienced people and students jumping  
27 our gates to get out of school. What do you think will  
28 stop them from jumping the rails?



1 I'm not denying. I'm supporting the rail  
2 line, but I want it elevated or underground. And people  
3 say's it's because of the money, it's cheaper, but  
4 aren't our students, our future worth more than monetary  
5 value?

6 (Applause)

7 ALJ BUSHEY: Pam Emerson, Clint Simmons, Karl  
8 Anseri, Dezi Lewis, Darryl Gardner, Forrest Fykes,  
9 Michael Kane.

10 Ms. Emerson.

11 STATEMENT OF MS. EMERSON

12 MS. EMERSON: Hi. I'm Pam Emerson. Thank you for  
13 the opportunity to speak to you. I've learned a lot  
14 this evening listening to everybody tonight. I support  
15 the rail line, and I'm glad for all the work you did on  
16 the settlement. I'm glad that the train will now stop  
17 in front of the high school.

18 I walk in front of Hamilton High with those  
19 teenagers, and I want you to know that even though I  
20 walk slowly they usually don't step on me. And so  
21 teenagers can dodge slow accidents.

22 (Laughter and applause)

23 MS. EMERSON: I think that it's important to be  
24 safe. One thing I thought of, and I want to say that  
25 Mr. Jones and Sarah Hays and a few of the other speakers  
26 made a lot of points that I just want to remind you of  
27 and accept. When I read the reports about grade  
28 crossings, the reports said that you can get high

1 vehicular traffic, and when there was more vehicular  
2 traffic, then they said there should be a grade  
3 crossing, but it didn't take into account the amount of  
4 pedestrian traffic.

5 And that may have been one of the mistakes  
6 that was in the additional analysis, that where there  
7 was a huge amount of pedestrian traffic, it didn't take  
8 that into account. And maybe that's where we're looking  
9 at major conflict here where it says there's a huge  
10 amount of pedestrian traffic. The Public Utility  
11 Commission in the settlement looked for a way of solving  
12 this by adding a station and stopping the train so the  
13 train will stop.

14 ALJ BUSHEY: Thank you.

15 Clint Simmons.

16 (Applause)

17 STATEMENT OF MR. SIMMONS

18 MR. SIMMONS: My name is Clint Simmons. I want to  
19 make one comment here. I was born and raised in the  
20 South. What I'm hearing here tonight, a lot of whites  
21 coming into the community going to tell us how we should  
22 live.

23 (Applause)

24 MR. SIMMONS: And I don't like it at all because  
25 the hearing was for the community the way I understand  
26 it. This train is going to affect us. Some of the  
27 people said the kids didn't know how to cross the  
28 street. I would assume that grown people who have a

1 driving license should know to stay on their side of the  
2 street when they drive a car. That being the case, why  
3 is there center dividers on the freeway that adults  
4 should be able to drive.

5 (Applause)

6 MR. SIMMONS: They should not be able to cross the  
7 street in front of a train. This is what I find  
8 completely ridiculous. Should have the same old holding  
9 pen. Like in November 2007, at that time the  
10 commissioner said grade separation is needed at Dorsey  
11 High School. What has happened since then? What has  
12 happened is the lobby -- a former Enron lobbyist named  
13 Sandra McCubbin, who had lobbied the PUC in that length  
14 of time to get them to change their mind and attitude  
15 about the train here at Dorsey High School. That is the  
16 thing that has changed. That being the case, then you  
17 have to say the PUC is corrupt if that's what made you  
18 change your mind.

19 (Applause)

20 MR. SIMMONS: That is what is going to change your  
21 mind based on a lobbyist doing things like that.

22 [Inaudible] The CEO of Expo said what they're going for  
23 is a [inaudible] and then build a station while they're  
24 doing that. And the manager come in today, go back to  
25 the PUC and say there's no need to put the station up  
26 because we're accomplishing what we need. And that is  
27 precisely what was happening [inaudible] and this crap  
28 talking about putting a station.

1 ALJ BUSHEY: Thank you.

2 MR. SIMMONS: Leave us alone, please.

3 (Applause)

4 ALJ BUSHEY: Karl Anseri? No? Dezi Lewis, Darryl  
5 Gardner, Forrest Fykes. Are any of these people in the  
6 room. No? They left? All right. Michael Kane?

7 STATEMENT OF MR. KANE

8 MR. KANE: Good evening. I do support the Expo  
9 Line because of basic traffic problems in this town.  
10 And from what has already been said here, I'll just very  
11 quickly. It's important for the parents to believe in  
12 their children and know that if they have any doubts  
13 about their children crossing streets in dangerous  
14 areas, maybe they should walk with their kids at times  
15 and teach them a little more so they feel more confident  
16 as parents, and children will have more solid  
17 understanding of what's going on, and maybe this will  
18 help with the situation in general. I wish luck to  
19 every one.

20 (Applause)

21 ALJ BUSHEY: Thank you. I'm going to call up.  
22 And when I call your name, please raise your hand.

23 Darrell Shakes? Darrell? No? Marta --  
24 Starks. Marta Zareshki?

25 A VOICE: Zaradosa.

26 ALJ BUSHEY: Zaradosa. Katherine Warren?

27 A VOICE: Yes.

28 ALJ BUSHEY: Deborah Harris, Timothy Harris, Bobby

1 Evans, Horace Hill, and Irwin Davidson, and then Barbara  
2 and Anita Greaves.

3 Mr. Starks.

4 STATEMENT OF MR. STARKS

5 MR. STARKS: Good evening. My name is Darren  
6 Starks. I'm a board member of the Baldwin Hills  
7 Homeowners Association. I've been following this  
8 project for about five years. I've seen a lot of the  
9 shenanigans the MTA has imposed on us. What they try to  
10 present a lot of times is a snapshot. That's all they  
11 ever have. Same thing that was presented as far as  
12 jobs. It's a snapshot. This thing gets built, jobs  
13 continue to dry up. The same with the permit. The same  
14 thing with some of the other things they put in here are  
15 just snapshots. You see them go from building a  
16 [inaudible] system down to what they have now. Go down  
17 to the walls and even the shrubbery that they try to put  
18 in.

19 So I ask that this be above ground. As far as  
20 USC goes, it is underground at USC, not all, but in the  
21 major area where there is a lot of traffic. We ask that  
22 you consider the safety of our children. Like I said,  
23 they don't act in a responsible way. People who don't  
24 live in the neighborhood don't know how we live and have  
25 a short snapshot of what's it's like.

26 (Applause)

27 MR. STARKS: [Inaudible] We even heard that the  
28 principal even has to deal with law enforcement to find

1 out what happened over the weekend just to find out  
2 what's going to happen during the meeting [inaudible].  
3 I actually work for law enforcement. I know how it  
4 works. We do training. We know people react. People  
5 are trained in law enforcement. We also have seen  
6 places where people lit firecrackers and just started  
7 running. So a lot of people don't even know the  
8 difference between back fires and firecrackers. It's  
9 just a natural reaction to run. Never been experienced  
10 in that situation where you have gun fire and you have  
11 to run. The first thing you're going to do is you're  
12 going to run, and sometimes you may run in front of a  
13 train.

14 Thank you.

15 (Applause)

16 STATEMENT OF MS. ZARADOZA

17 MS. ZARADOZA: Good evening. My name is Marta  
18 Zaradoza. I was born and raised by Jefferson High  
19 School. My mother still lives there. In 1979 I had  
20 moved to Culver City. We've been fighting the MTA  
21 proposal for the Expo Line since 1997. I am co-chair of  
22 the Culver City Neighborhood Alliance. The reason we've  
23 been fighting and we're opposed to the settlement is  
24 because the EIR is flawed, period.

25 (Applause)

26 MS. ZARADOZA: It should have completed all the  
27 so-called proposed stations, and it failed to do that.  
28 Before the station gets here, I want you to know, you've

1 been [inaudible] tainted, soiled. They have not  
2 litigated properly. And you have some who are being  
3 paid by your tax dollars to promote and produce  
4 community-related needs.

5 We are not allowed to ask questions openly.  
6 She chooses to segregate the meeting in so-called  
7 stations, environment, safety. When we have questions,  
8 we have not gone -- that we asked the so-called MTA  
9 representatives to allow us to speak openly, they  
10 refused. So they basically have denied us our right of  
11 First Amendment to speak.

12 You know, they talk about safety. How many  
13 millions have been spent or wasted on so-called  
14 marketing propaganda?

15 (Applause)

16 MS. ZARADOZA: That's all they've done. Wasted  
17 our money, your money. When people see what's separated  
18 Culver City to USC along the line, for those at USC,  
19 they videotape the meetings. Our videotapes were used  
20 for the litigation against the Feds. No one else had  
21 them.

22 I happen to live in Culver City. I have been  
23 fighting for the line to be safe, safe, safe all along  
24 from USC to Culver City to Santa Monica. And the  
25 so-called [inaudible] people that talk about Santa  
26 Monica, there is a lawsuit in Santa Monica to oppose  
27 that line. So don't give us the [inaudible].

28 (Applause)

1 MS. ZARADOZA: We know we have to, Foshay, Dorsey,  
2 all the schools were safe lines, above grade, not below,  
3 above grade.

4 (Applause)

5 STATEMENT OF MS. WARREN

6 MS. WARREN: Hello. My name is Katherine Warren,  
7 and I live two blocks away on Hillcrest in between Rodeo  
8 and Exposition.

9 I believe in [inaudible] special education and  
10 teacher enhancement. I believe in [inaudible], and I  
11 believe that the students of Dorsey will earn valuable  
12 high school degrees. They will become adults here.  
13 Adults know how to use a crosswalk.

14 Secondly, the first step in a safe school plan  
15 is parent involvement. Having the stop will allow  
16 parents greater ease to coming to school events and  
17 participating in school functions and supporting their  
18 children here at Dorsey. Safety comes in many forms,  
19 but the first step in child safety does not occur at  
20 school. The first step in child safety is the parents,  
21 and getting the parents involved will create a safer  
22 school environment. I support the stop.

23 Thank you so much.

24 ALJ BUSHEY: Thank you.

25 (Applause)

26 STATEMENT OF MS. HARRIS

27 MS. HARRIS: Good evening. It's nice to see so  
28 many of our neighbors here tonight, people like Clint



1 and Opal, who have worked on other projects.

2 I have lived in this neighborhood for over 20  
3 years, and I support the Farmdale Station. I love my  
4 neighborhood, but we have a very poor public transit in  
5 this area. The Expo Line will serve to connect our  
6 neighborhood to the rest of the county. It will be a  
7 safe, convenient, fast, and environmentally friendly way  
8 for working families, seniors, and students to get to  
9 their destination, whether it is Long Beach or Pasadena.  
10 For instance, it will be faster for students to use the  
11 Expo Line to travel to L.A. City College connecting down  
12 at 7th Street Station than it would be if they drove to  
13 LACC.

14 The Expo Line will be a great addition for our  
15 neighborhood, and the Farmdale Station improves it even  
16 more. I urge you to approve of the Farmdale Station so  
17 the Expo Line construction may continue without delay.  
18 This is an opportunity our neighborhood and Dorsey High  
19 School students deserve.

20 Thank you.

21 ALJ BUSHEY: Thank you. Timothy Harris.

22 (Applause)

23 STATEMENT OF MR. HARRIS

24 MR. HARRIS: Good evening. My name is Timothy  
25 Harris, and I wanted first of all to say how delighted I  
26 am to be once more with my neighbors, and I want to  
27 quickly say two things. Number one, we have waited long  
28 enough for this, and we need to turn the page now and

1 recognize we are going to have the Expo Line as is. We  
2 are not going to be able to do anything more than the  
3 remediation that the PUC has taken to this point.

4 So I think at this time we need to just  
5 quickly change the conversation to take care of our  
6 children ourselves and particularly our seniors to make  
7 sure this works. We need to make the conversation about  
8 challenging Dorsey to make this a model of safety. We  
9 can do that if we put our mind to it.

10 Thank you very much.

11 ALJ BUSHEY: Thank you.

12 Bobby Evans.

13 (Applause)

14 STATEMENT OF MR. EVANS

15 MR. EVANS: Hello every one. My name is Bobby  
16 Evans. I live in L.A. I lived on Fourth Avenue Rodeo  
17 for seven years. I'm a owner of a minority business,  
18 disadvantaged, and we have been out here for over two  
19 years working, and we employ over 60 minority,  
20 disadvantaged-owned businesses in the neighborhood.

21 Thank you.

22 (Applause)

23 ALJ BUSHEY: Horace Hill.

24 STATEMENT OF MR. HILL

25 MR. HILL: Good evening everybody. My name is  
26 Horace Hill. I've lived in the community for 27 years  
27 off of Rodeo and Park Avenue. I attended Dorsey High,  
28 graduated in the class of '89. I'm also a small

1 business minority trucking company. We also provide a  
2 lot of jobs for people around here, but the number one  
3 thing for the school zone here is safety.

4 As far as this intersection over here, if you  
5 looked at that field earlier, when the students got out  
6 of school, they were scattering on like roaches. With  
7 this stop sign right here for the train stop, if you  
8 have a better organized system and had them to be able  
9 to cross safely with a stop, with a light in there. If  
10 you pay attention, they don't even have a crosswalk  
11 person right there. So when they cross, they can get  
12 hit by a car. So by that train being right there having  
13 a station right there, it would be better for them to  
14 cross. And also for them coming to school early in the  
15 morning, it's dark outside. It would be well lit, a  
16 safer spot for them. Since they'll get on these streets  
17 out here with these dark bus stops where it's unsafe,  
18 you have teenagers out there getting [inaudible] by  
19 pedophiles all the time. It will be a safer, more well  
20 lit spot for them to stand to get from Point A to Point  
21 B.

22 Thank you.

23 (Applause)

24 ALJ BUSHEY: I'm going to call another group.  
25 Drew Furedi, Jacquelin Smith Conkleton, Robby Andrews,  
26 Rochelle Pulley, Sheryl Harris, Ryan Steven, and Gloria  
27 Banks.

28 Irwin Davidson, please come forward.

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STATEMENT OF MR. DAVIDSON

MR. DAVIDSON: My name is Irwin Davidson. I came. I listened carefully. There was about 50 speakers. About 25 to 30 spoke in favor of it. Of those that spoke in favor of it, half of them if not more were employees of the MTA Construction Authority. They're trying to tell us that bells and whistles, noise vibration is acceptable or a good thing next to a school or next to someone's home. I don't think it is.

I think the problem is the president that just said, the president of the building trade, the cheapest way to get from Point A to Point B irregardless of the true costs and the true change detriment of people's lives living next to a train 20 hours of the day with noise, bells.

(Applause)

MR. DAVIDSON: But they're going to build it any way. We have the president, and they're going to build it. So the most we can possibly ask for is some mitigation. My proposal, there must be a solution. 30 people spoke in favor of this. I can't believe it. But they have spoken in favor of it. There might be some kind of mitigation. My proposal is take Crenshaw, Buckingham, Farmdale, and dig a trench. I'm not saying above ground. I'm not saying underground. Dig a trench, put the train in a trench so the street will not be blocked and there would be a minimum vibration of the neighborhood. Some compromise.

1 I'm shocked that 30 people spoke in favor of  
2 this, I really am. But they did speak in favor of it.  
3 We need a compromise, and that would be to put the train  
4 in some kind of trench at a distance from ground level.  
5 It would be so much less detrimental to the  
6 neighborhood.

7 That's all I have.

8 (Applause)

9 ALJ BUSHEY: Thank you.

10 STATEMENT OF MS. GREAVES

11 MS. GREAVES: Thank you. My name is Barbara  
12 Greaves. I've been a resident of the city for 54 years  
13 and lived in this city 49 of 54. I've heard a few  
14 things tonight, and one of the things that a previous  
15 speaker mentioned is that MTA has so many people giving  
16 their testimony tonight in favor, at least 30 he said.  
17 But if you notice, the 30 do not live in the community.

18 (Applause)

19 MS. GREAVES: [Inaudible] I've also heard  
20 compromise. I don't know about anybody else here, but I  
21 don't want to compromise a child's life, and especially  
22 if it's my child.

23 (Applause)

24 MS. GREAVES: I heard about facts. Someone  
25 mentioned facts. Well, they don't have to say  
26 compromise what will be. Facts are based on what is,  
27 not what will be.

28 I heard some people said about fear. No one

1 is against this. I have not heard one person come up  
2 and testify and say they were against the Expo Line.  
3 They said they wanted it to be more safe at Farmdale.

4 (Applause)

5 MS. GREAVES: [Inaudible] go to what I originally  
6 prepared. Today I'm here to speak in opposition to the  
7 holding pen at the street level. The street level  
8 proposal was already determined to be an unsafe plan by  
9 the California Public Utilities Commission in a hearing.  
10 We all agree that the safety of our students who attend  
11 Dorsey is of vital importance, and all the students.  
12 However, the design as currently proposed is unsafe, and  
13 it is more of a control device that insulted the  
14 students here, the faculty, and parents.

15 (Applause)

16 MS. GREAVES: We already are suffering limited  
17 access northwest, a decline in our property value  
18 because of the proximity to the line, gridlocking of our  
19 streets while the traffic waits for a train to set to  
20 run every six minutes. Our community, 6 to 8 percent  
21 are on a 2-mile corridor less than 30 feet away from  
22 their homes.

23 ALJ BUSHEY: Thank you, Ms. Greaves.

24 MS. GREAVES: An approximate six blocks. Okay.

25 (Applause)

26 UNIDENTIFIED SPEAKER: I'm a former Dorsey High  
27 student. I graduated. So I'm going to speak for the  
28 Dorsey students. I'm not trying step on any one's toes.

1 I'm all for respect, but what offended me personally is  
2 when people talk about, oh, you need to teach your kid  
3 how to walk across the street. How many people when  
4 their kid did exactly what their parents told them to  
5 do? They still party and drink.

6 (Applause and laughter)

7 UNIDENTIFIED SPEAKER: [Inaudible] We can't  
8 control ourselves. Every kid wants to take a chance.  
9 So what kind of people want to take a chance of taking  
10 away a child's life when they're not in the gate, a  
11 6-foot gate? We've got the right to have a gate in this  
12 school. I'm going to be honest. [Inaudible] run around  
13 because they have to wait to get across the tracks.  
14 What kind of -- if we're supposedly immature and  
15 irresponsible, what kind of adults would you be to take  
16 a chance on a child's life?

17 (Applause)

18 UNIDENTIFIED SPEAKER: [Inaudible] Don't just  
19 say, oh, it's like that in Portland, Oregon. We're not  
20 there. We're in South Los Angeles.

21 (Applause)

22 UNIDENTIFIED SPEAKER: [Inaudible] saying on what  
23 we do. This is probably your first time being in this  
24 area.

25 (Applause)

26 UNIDENTIFIED SPEAKER: You come here in our  
27 community. You're staying in a jar.

28 (Applause)

1 ALJ BUSHEY: Drew Furedi.

2 STATEMENT OF MR. FUREDI

3 MR. FUREDI: Drew Furedi. Thank you for being  
4 here. I actually have been listening for last couple of  
5 hours. Normally I wouldn't even say this, but yes, I do  
6 live in the neighborhood. I need to say that. My  
7 family lives in the neighborhood. I support the  
8 Farmdale Station. I think this is a solution. I don't  
9 think there's anything wrong with compromise.

10 This is exactly what we lack in our public  
11 life. Amidst all the uproar, all the loud voices people  
12 on opposite sides of everything. This is actually a  
13 solution that is safe even despite all the pointing and  
14 yelling in all directions. We need this. We need this  
15 and we need it safely, and that's what I believe it's  
16 going to provide us.

17 I'm a parent. I have a two year old who I  
18 hope will be in Dorsey some day.

19 (Applause)

20 MR. FUREDI: Everything I do, everything in my  
21 life is about safety first. I listened. I read up on  
22 this. I firmly believe this is a safe, smart decision.

23 Thank you.

24 ALJ BUSHEY: Thank you.

25 Jacquelyn Smith Conkleton.

26 (Applause)

27 STATEMENT OF MS. CONKLETON

28 MS. CONKLETON: Yes. I'm Jacquelyn Smith



1 Conkleton. I'm an advocate for special needs kids. And  
2 in 2007 when we talked to you before, [inaudible] this  
3 is a done deal. But as I look over facts of today, I  
4 see this is not a done deal because you have classified  
5 our future as expendable, because if you're going to  
6 build this rail, then you don't really care about our  
7 children, and you want to put them in a holding tank  
8 like animals. And then children have disabilities, but  
9 I told you about that last time. You didn't even give  
10 the idea they were going to be running back and forth  
11 like that. So they're not going to be able to  
12 concentrate. [Inaudible]

13 And, you know, the feeling is, what hurts me  
14 the most is that, being that our kids are expendable,  
15 when one of our children die, I told you that before,  
16 everybody in our community is going to go [inaudible]  
17 for you people, and we're going to try to make sure that  
18 the money you spent to build this rail, that we going to  
19 try to get more than what you spent. Because if you  
20 don't care about our children and we are told numbers  
21 and numbers of times, then that means that we go after  
22 you. We will [inaudible] and we will get something to  
23 put in place for the children.

24 Thank you.

25 (Applause)

26 ALJ BUSHEY: Robbi Andrews.

27 STATEMENT OF MS. JOHNSTON

28 MS. JOHNSTON: In lieu of Robbi Andrews I'm

1 speaking. My name is Connie Johnston. I'm a resident  
2 in this community. I walked over here. I am a parent  
3 to a six-year-old that is in Baldwin Hills Elementary.  
4 I have to come this route every single morning. I dread  
5 it. It's total gridlock. It backs up on Chesapeake  
6 coming into Dorsey. Kids are dropped off. Kids park on  
7 my street. Kids are dropped off either direction. When  
8 I come back to go work, I can't get through either way.

9           If you're talking about a train stopping every  
10 six minutes, you're talking about total gridlock. When  
11 I look at your diagram, I don't see changes, and it  
12 should be in writing. I don't see changes in kids that  
13 will continue to be dropped off by their parents. I'm  
14 not sure if those kids will be taking the trains. For  
15 whatever reason they are not on public transportation,  
16 and it could be also another safety issue of gang  
17 violence. Some parents drop their kids off and they  
18 pick them up. So my concern is safety.

19           And another thing I'd like to point out. Kids  
20 know right from wrong, but if they're late, they don't  
21 want to be truant. They're going to try to get to  
22 school on time. If that train is coming when it's time  
23 and close to that 8:00 o'clock hour, they're going to  
24 try to beat it. When you talk about the age of a child  
25 when they get a license, how old and why? When you talk  
26 about a kid graduating from high school, how old are  
27 they? Why? It's developmental reasons.

28           And we talk about trying to go to Hertz Rental

1 Car to rent a car. Hold how old do you have to be? 25  
2 years old, because they know that kids are going to be  
3 kids. So please consider the safety of those children  
4 when you're talking about what you're doing.

5 Thank you.

6 ALJ BUSHEY: Thank you.

7 (Applause)

8 ALJ BUSHEY: Michelle Pulley.

9 STATEMENT OF MS. PULLEY

10 MS. PULLEY: I'm Michelle Pulley. I'm a resident  
11 of this community. Simply stated, I'm here to support  
12 the Metro Line project.

13 ALJ BUSHEY: Thank you.

14 (Applause)

15 ALJ BUSHEY: Sheryl Harris. Sheryl Harris? No?  
16 "Rufn Steven"? R-u-f-n maybe Steven? Gloria Banks?

17 MR. STERN: Ryan Stern.

18 ALJ BUSHEY: Ryan Stern. Ryan Stern. No wait.  
19 Sheryl Harris. Ryan Stern, Gloria Banks, Colleen Mason  
20 Heller, Jody Bara, B-a-r-a, or maybe it's R-a-r-a,  
21 Evelyn Jackson, and Leonard Jolly Banks.

22 STATEMENT OF MR. STERN

23 MR. STERN: Hi. Ryan Stern. I apologize for my  
24 illegible handwriting. I grew up in Santa Monica School  
25 District in public high school, public middle school,  
26 public elementary school that was surrounded busy  
27 streets. I lived in Culver City along Jefferson, which  
28 was another very business street and was active, as I

1 indicated, coming to these hearings in support of the  
2 Expo light rail application, then moved to downtown Los  
3 Angeles where I live within a block of the Gold Line  
4 extension. I've ridden the Gold Line quite frequently  
5 past two new schools that are being built right along  
6 the right-of-way. It does not seem to be a problem for  
7 the East L.A. communities, and certainly it does not  
8 seem to a problem for Santa Monica.

9           So I would urge the Commission to take a long,  
10 good look at this compromise proposal and recognize that  
11 it is essentially trying to do the best with the  
12 resources that we have available and trying to meet the  
13 needs, actually succeeding in more meeting the needs of  
14 the students at this school than the original proposal  
15 was.

16           I really wish I could go back in time and put  
17 the Expo project in closer to my high school back when I  
18 was going there because it will be able to benefit the  
19 kids that are going to come after me. So I can look  
20 back and finally see how I would have done back then as  
21 a student. I do think that it's interesting to really  
22 recognize what we're doing to our children and to  
23 ourselves by focusing so much on roads, large  
24 thoroughfares that have massive amounts of children on  
25 it every day, and yet we're so concerned that this  
26 right-of-way, this light rail will cause more damage on  
27 major streets.

28           Thank you.

1 ALJ BUSHEY: Thank you.

2 Ms. Banks.

3 STATEMENT OF MS. BANKS

4 MS. BANKS: Good evening.

5 ALJ BUSHEY: Why don't we let this young man take  
6 care of that. Thank you.

7 MS. BANKS: Good evening again. My name is Gloria  
8 Banks, and I am a resident of this community for over 30  
9 years. In fact, I am a former president of the parents  
10 component of the shared decisionmaking council here in  
11 the school. And I also teach in the community, Tom  
12 Bradley Elementary.

13 (Applause)

14 MS. BANKS: I am for the Expo Line and have been.  
15 Congresswoman Diane Watson kept the community involved  
16 in this over 20 years we've been waiting for it.  
17 However, I am for separation of grade, preferably  
18 overhead, and I have a recommendation. It seems to me  
19 that we're arguing about a stop here at Farmdale to  
20 benefit Dorsey, one school. We have a stop at Crenshaw.  
21 We have a stop at La Brea. Why do we need one here at  
22 Farmdale? Why can't they go to La Brea? If you want to  
23 save money and stop people coming into our neighborhood  
24 to tell us what we need in our community.

25 (Applause)

26 MS. BANKS: I would not dare go over to Culver  
27 City and tell people what they need at Overland and  
28 [inaudible].

1 (Applause)

2 MS. BANKS: I'd resent that. I am very old-  
3 fashioned. I am old fashioned about a few things. My  
4 community is one of them. I would like to see this  
5 built, this [inaudible] stop. Put it overhead. If you  
6 prefer under, but let's get this moving. And all the  
7 white shirts, all these people who are not in our  
8 community.

9 Thank you.

10 (Applause)

11 ALJ BUSHEY: Colleen Mason Heller.

12 STATEMENT OF MS. HELLER

13 MS. HELLER: Thank you. My name is Colleen Mason  
14 Heller. I'm with Neighbors for Smart Rail. And I have  
15 to apologize. I too am a commuter into this  
16 neighborhood, but I've spent two and a half, almost  
17 three and a half actually at this point supporting grade  
18 separation at this crossing.

19 (Applause)

20 MS. HELLER: And I'm a little bit appalled that so  
21 many of my neighbors, those west of here have deigned to  
22 show their faces here in opposition to the community on  
23 this issue.

24 (Applause)

25 MS. HELLER: They have looked at this crossing as  
26 an impediment to the development in Santa Monica. In  
27 the meantime my concern here tonight is also as a  
28 citizen of Los Angeles, and I'm concerned with the

1 politicizing of the public safety of this project. The  
2 single goal of the communities aligned by the Expo  
3 project has been to improve the safety of the Exposition  
4 railroad crossings in South L.A.

5 We believe that that was the goal of the  
6 participating agencies as well, but after two and a half  
7 years of legal proceedings, at first representing myself  
8 and finally getting attorneys, we realize that the  
9 hundreds of pages of testimony of national experts and  
10 safety experts has not been the deciding factor. The  
11 deciding factor after all of this has not been facts.  
12 It's been opinions, the opinions of commissioners who do  
13 not live here, do not participate.

14 (Applause)

15 MS. HELLER: These commissioners were in turn  
16 listening to other opinions of the lawyers, lobbyists,  
17 and politicians who talked about project delay, about  
18 cost overruns, about expedience. And in the end the  
19 decision will be at arms-length based on actuarial  
20 tables, acceptable casualties, and best-case scenarios,  
21 not on the site-specific facts of this school in the  
22 community. And in the end they didn't say it's the best  
23 we can do. They said it's good enough. These decisions  
24 should not be made by politicians.

25 ALJ BUSHEY: Thank you.

26 Our next speaker is Jorge Cisneros.

27 (Applause)

28 COMMISSIONER SIMON: Before the next speaker, let

1 the record reflect that Ms. Heller is a party to the  
2 proceeding, and I believe Ms. Heller has already spoken  
3 at public participation hearings. However, I'm simply  
4 noting that for the record.

5 ALJ BUSHEY: Jody Bara.

6 STATEMENT OF MR. BARA

7 MR. BARA: Thank you for the time. I just want to  
8 speak to one aspect that nobody else has addressed. I  
9 know the controversy is over the stop. I don't have  
10 that much to say. I think it's awesome, but I don't  
11 think I could add any positive thing to that.

12 But I am against the imminent domain of the  
13 motel. I know it's probably not a very popular issue.  
14 I personally am not in love with that motel. I fought  
15 against that motel many times.

16 (Applause)

17 MR. BARA: I fought against to have restrictions  
18 on it. I fought against the house across the street.  
19 That's not very safe to say the least that kids walk by,  
20 let alone things that go on on other parts of the  
21 neighborhood. But I'm really against taking businesses  
22 regardless of what I personally think about that  
23 business. That business is legal, unfortunately. It's  
24 there. But it is there, and it takes somebody's  
25 business, their livelihood over parking. Dorsey High  
26 should be ashamed of themselves. They've tried this  
27 with that school, that they wanted to put a school  
28 across from a school, and they did that a few years ago



1 and wanted to do the same. Please do not support this.  
2 It's a justice issue also.

3 I wish the hotels would go without -- in other  
4 words, where enough money was offered to them where  
5 they'd say, we're out of here. I'd love that, but  
6 that's only if that's the case.

7 So please, for parking? It's not right.

8 ALJ BUSHEY: Thank you.

9 MR. BARA: Can I just add one quick?

10 ALJ BUSHEY: Sorry. I have to be very firm. I  
11 have two speakers waiting. I'm going to read the list  
12 for some more. Meredith Thomas-Johnson, Eric Sievering,  
13 Tiffany Wallace, Mark Jolles, Gerald J. Pass, and  
14 Charles Bajster. Evelean Jackson.

15 STATEMENT OF MS. JACKSON

16 MS. JACKSON: Thank you, Commissioner. I wanted  
17 to say, I've been in this area for about over 35 years,  
18 maybe more than that. But anyway, I just wanted to say  
19 that I think that the MTA should go underground. I feel  
20 that, because see, what happened, they stuck a wall on  
21 the south side of the track, and nothing is on the north  
22 side of the track, and I live on the north side facing  
23 the train. And they -- the people that are on the south  
24 side, they're facing their own streets.

25 So they told me the train will keep going. I  
26 said wow. Why you putting up a wall then? But anyway,  
27 I prefer that this train go underground. That's all I  
28 want to say. Please, let this train not go over but go

1 underground instead of overground.

2 ALJ BUSHEY: Thank you.

3 (Applause)

4 STATEMENT OF MR. BLANKS

5 MR. BLANKS: Thank you. Good evening. My name  
6 is Jolle Blanks. The reason why I made [inaudible]. My  
7 name is Blanks. My wife's name is Jolle. When I  
8 married her I took her name. And the reason for that,  
9 well, she's very subtle. Blanks I'm not. So you won't  
10 see Blanks tonight.

11 One, that concerns me is the Farmdale Station.  
12 Okay. You got the train. One train coming east, one  
13 coming west. I'm saying that the conductor will be  
14 responsible for controlling the lights and the flags  
15 that are coming down. That's a disaster. If one of  
16 those conductors for whatever reason is looking, picking  
17 up their cell phone, whatever you say, that sort of  
18 thing could happen easily.

19 The other thing I take exception to are the  
20 stations, pen stations. [Inaudible] was on the Johnny  
21 Carson Show years ago. He mentioned Johnny Carson.  
22 Before you people came along, there were no jails. We  
23 took care of our own. The point I'm trying to make  
24 here. We keep having labels like the red men, and now  
25 we're talking about pens. And that -- can't say another  
26 thing about that. We keep coming up with different  
27 labels, and that's sad testimony of what we're trying to  
28 do for this community. We're proud people.

1           Somebody said compromise. Put everything on  
2 the table that we can understand, not under the table.  
3 We can understand. We're willing to listen. And you  
4 can see the amount of people that showed up, and we'll  
5 take a look at it. But you can't compromise something  
6 with a lot of suggestions and then turn around and go  
7 180 on us.

8           Thank you.

9           ALJ BUSHEY: Thank you.

10           Meredith Thomas-Johnson. Eric Sievering.

11                           STATEMENT OF MR. SIEVERING

12           MR. SIEVERING: Hi. I'm Eric Sievering. Thank  
13 you very much for taking my comment. Thank you for  
14 doing this whole thing, and it's great to see passion  
15 amongst the community. That's really great.

16           I'm trying to speak directly to the  
17 Commission. I guess I would like to see whatever choice  
18 you make be the quickest decision because this has been  
19 an ongoing process now for more than 20 years, as some  
20 people have said, and it's ridiculous that we're here  
21 less than a year later from this thing being complete  
22 with just a hole here and Robertson Station needing to  
23 be completed. I think the Commission, my larger  
24 statement is, needs to take another look at how they  
25 deal with processes like this. It's too late in the  
26 game to try to come up with a solution that obviously  
27 you're not going to complete.

28           A station is kind of an appeasement any way.

1 It's not necessary. There's two other stations that are  
2 also close. Again, you get all the numbers, and there's  
3 a reason they didn't come up with a station here.  
4 There's not that many people are going to use it. You  
5 know, underground, overground, whatever, it's probably  
6 you don't have the money for it. It's obvious. The  
7 state is out of money. The City is out of money.  
8 Everybody is out of money.

9 So I think this whole process has been  
10 hijacked. And I think unfortunately, you know, I  
11 appreciate you guys taking the time to really put in the  
12 effort that you have, but I think it's turned into a  
13 farce. And I realize, hopefully, you'll have learned  
14 that, I guess my major statement for the future is, you  
15 don't take on issues like this that all the other  
16 streets, that everyone is going to try to be [inaudible]  
17 stop, listen to them. [Inaudible]

18 So thank you for taking the time. Really  
19 appreciate it.

20 ALJ BUSHEY: Thank you.

21 Tiffany Wallace.

22 STATEMENT OF MS. WALLACE

23 MS. WALLACE: Hello. My name is Tiffany Wallace,  
24 and I'm a community member here. I'm from Inglewood,  
25 which is too far away, but I support the community and  
26 the students on this. But I'm against the Expo line.  
27 And it seems as though strategically or one of the  
28 points the last person made is a lot of money was spent

1 before the Expo actually listened to the community.  
2 [Inaudible] And so people voted for support of making  
3 this happen as quickly as possible, but it seems as  
4 though they come from a perspective like in Culver City  
5 where their community is already [inaudible]. They  
6 spent \$185 million for that 1 mile of track.

7 (Applause)

8 MS. WALLACE: And four times in our [inaudible] we  
9 spent \$45 million less. Of course we want to expedite  
10 the situation because those parties have already been  
11 satisfied, but we are not satisfied. We are  
12 dissatisfied and angry --

13 (Applause)

14 MS. WALLACE: -- at the way the Commission has  
15 behaved. [Inaudible] which is the safer track, which is  
16 safe. That's what every one wants. And I'm sure a lot  
17 of the supporters in Culver City working in Culver City  
18 [inaudible] have the station be at grade level.

19 And I also want to address the workers. A lot  
20 of people are talking about when you're working with the  
21 track that, you know, we really want to make sure that  
22 people have jobs, ensuring job security. What way is  
23 the right way to ensure job security than to reconstruct  
24 the track, make it underground, ensure that it's safe  
25 and that your kids are able --

26 (Applause)

27 MS. WALLACE: -- to get to school on time in a  
28 manner that is safe.

1           So just in terms of one of the things that I  
2 mentioned earlier that nobody else wanted to talk about  
3 was the fact that we have to ensure safety, center  
4 dividers, traffic stops, things that may seem logical to  
5 us adults and individuals that make the site safe that  
6 are not necessarily the same kind of things that  
7 students would think of, but we have to take the same  
8 approach and ensuring that there's safely by ensuring  
9 that people have equitable and safe [inaudible] in our  
10 community and all communities.

11           (Applause)

12           ALJ BUSHEY: The next speaker is Mark Jolles.

13           (Applause)

14                           STATEMENT OF MR. JOLLES

15           MR. JOLLES: I bought my house in this  
16 neighborhood in '03 because the rail line is coming in,  
17 and I went to the initial meetings, and it was very  
18 obvious that they were putting it through without, maybe  
19 properly. So actually I filed the first PUC protest,  
20 which I left -- [inaudible].

21           (Applause)

22           MR. JOLLES: I called the federal government who  
23 was then going to participate and pay for half of this,  
24 and they said the main concern they had was that in a  
25 metropolitan area of 17 million people the urban rail  
26 system should be grade separated and that it was not  
27 properly mitigated for noise and vibration because it  
28 was going down residential streets at grade. And they

1 were willing to pay to grade separate it. And MTA  
2 because of a very strict policy restricting grade  
3 separations at the last minute after 18 years working  
4 with the [inaudible] had to pull out and say that they  
5 just used local money. So even though it had a federal  
6 environmental document, it cannot get federal money.

7 And the last thing I wanted to say is the Blue  
8 Line is the most deadly light rail line in the United  
9 States. At his point 99 people have been killed by that  
10 line. It's five times more deaths than in the next  
11 highest light rail line in the United States. MTA paid  
12 for a consultant to figure out why there are so many  
13 accidents and deaths. The consultant said that they  
14 had -- the safety was not adequate. They had to make  
15 changes. MTA said they do not have the money to make  
16 those changes. Since then they built three new light  
17 rail lines. So they've had money for new rail lines but  
18 not for safety.

19 And as far as I'm concerned, the standard for  
20 any project should be the community standard. If this  
21 community feels that this thing should be grade  
22 separated, that's their standard. This is going to be  
23 their community, and in the end, you know, that's what  
24 should decide it, and they've paid their taxes to do  
25 that.

26 Thank you.

27 (Applause)

28 ALJ BUSHEY: Our next speaker will be Gerald Pass.

1 After that Charles Bajster, R. W. Akile, Rashad Rucker,  
2 Dave Frevele, Julia Ansley, Robert Jones, Justin Walker,  
3 Sam Levey, Karen Banks, Ivan Gamble.

4 That completes the written list we have. When  
5 we get to the end of this list we'll take additional  
6 speakers.

7 Please begin, Mr. Pass.

8 STATEMENT OF MR. PASS

9 MR. PASS: I live along one of the lines, but I  
10 come through here all the time. So I'm kind of part of  
11 the community in that sense. I'm an L.A. commuter. I  
12 would like to see my right to have the system built, and  
13 I would -- sure, I would like to see the whole system  
14 grade separated underground or above, but I'd also like  
15 to see the train be able to sprout wings and fly too.  
16 Okay. Can't do that.

17 I'm going to give you my two pennies, and I  
18 deign to show my face. And here is the Alice in  
19 Wonderland presentation. When I was growing up I lived  
20 right off of Santa Monica Boulevard. I was kind of  
21 young. The red cars were right in the middle of the  
22 street on Santa Monica. They were not grade separated.  
23 I was going to Romona Elementary School at Santa Monica  
24 and Normandy. We had to cross the street. Waited till  
25 the red car stopped, and we got across. Went to  
26 downtown [inaudible].

27 I was very ashamed, well, not ashamed, but I  
28 was saddened when the anti-rail people prevailed and got



1 rid of the rail system in L.A. The anti-rail sentiment  
2 is still around. It's still here. Make no mistake  
3 about it. It hasn't died.

4 Friend of mine, one friend of mine lived on  
5 Venice Boulevard all his life and still does and  
6 remembers when the non-grade separated short lines.  
7 They killed that in the early '50s. Another friend of  
8 mine grew up in Highland Park. He remembers the street  
9 car line. They got rid of that. This needs to be  
10 built, and I hope that this is a good compromise between  
11 flying around with wings and going underground the whole  
12 way.

13 ALJ BUSHEY: Thank you.

14 Charles Bajster.

15 (Applause)

16 ALJ BUSHEY: He's not here. Okay. R. W. Akile.

17 A VOICE: "Akeel."

18 ALJ BUSHEY: Akile.

19 STATEMENT OF MR. AKILE

20 MR. AKILE: R. W. Akile. As I recall, I've been  
21 a resident of this area since 1960. And I would say we  
22 had things forced upon us. I remember this train coming  
23 through, coming through about 1 or 2:00 o'clock in the  
24 morning, a train. We would jump the train. That's what  
25 we would do. That was our right-of-passage jumping the  
26 train. Youngsters do things like that.

27 The other thing is that there should have been  
28 grade separation at Crenshaw, should have been grade

1 separation at Western, should have been grade separation  
2 at Normandy, should have been grade separation at  
3 Vermont.

4 (Applause)

5 MR. AKILE: And there should be grade separation  
6 here just like there's grade separation at La Brea and  
7 La Cienega and National and Robertson. There's  
8 something incorrect about forcing through lobbying, and  
9 I know the man over there on the Crenshaw and  
10 Exposition, the good bishop or whatever his name is,  
11 he's the one that wanted there to be -- he said that it  
12 will be taking away from the community of innocent  
13 people. That the first death on this line should be  
14 dropped at his front door.

15 The other thing is that at-grade lines seem to  
16 have a high degree of death. They are expending 3 to  
17 600 deaths over the hundred-year life span of this  
18 particular line. Already the Blue Line, as has been  
19 said, has had 99 deaths. It's not been around a hundred  
20 years, but it's had 99 deaths so far on the line and  
21 over 800 accidents. So we can expect about the same  
22 thing here.

23 Thank you.

24 (Applause)

25 STATEMENT OF MR. RUCKER

26 MR. RUCKER: Rashad Rucker. Good evening. First  
27 of all, I am against the proposal. And also so that I  
28 might go on the record saying that the monitor in the

1 back, the overflow room, was not working at all. So  
2 people that were back there never did have the chance to  
3 see what was going on up here. This is on the record.

4 The mayor is pushing for a train to the sea,  
5 and we can't get an overcrossing at Farmdale and Dorsey.  
6 I think that is quite shameful. This community deserves  
7 better than what it's getting, and I urge you guys to  
8 not support this proposal. The community, the  
9 community, not the folks that were being bussed in and  
10 paid, I'm going to say it. They got the cool T-shirts  
11 and everything. [Inaudible] But the community is  
12 against the proposal.

13 Thank you.

14 ALJ BUSHEY: Thank you.

15 (Applause)

16 ALJ BUSHEY: Dave Frevele, Julia Ansley. Are you  
17 Dave? Please speak.

18 MR. FREVELE: I'd like to.

19 ALJ BUSHEY: Yes, please.

20 STATEMENT OF MR. FREVELE

21 MR. FREVELE: My name is Dave Frevele, and it  
22 might not be apparent to everybody here, but I'm a  
23 cracker, white bread and short, have never been here  
24 before for a reason. Haven't come to South Los Angeles  
25 for a lot of reasons, not just one.

26 I'm 53 years old. I was born and raised in  
27 Los Angeles. I've been intensely, as several people  
28 here will testify, intensely interested in trains.

1 Pacific Electric Santa Monica Air Line, there's traffic  
2 being built on it.

3 I think it's important to pay attention to  
4 facts here, but as everybody is saying and as everybody  
5 is arguing with each other. The MTA is an agency that's  
6 had lawsuits and had control taken away from it because  
7 it's violated the rights of poor and minority people.  
8 The bus driver's union has come about for a very  
9 effective reason because the MTA does not figure in the  
10 people's will. It doesn't look to the people --

11 (Applause)

12 MR. FREVELE: And it doesn't represent their will.  
13 That's a fact. It's a fact that they have fought hard  
14 to keep the train from going underneath Farmdale. I'm  
15 very much against a train going at grade level at  
16 Farmdale or going over Farmdale. As people have said,  
17 money-wise there's a reason why they're not including  
18 this in here. There's a reason why there's all these  
19 deaths on the Blue Line. The Blue Line, you have -- a  
20 blind man was cut in half by the Blue Line. And a train  
21 stopped precisely behind the little barriers because  
22 adult people that are responsible and that are trained  
23 by the MTA and that are intelligent can still mistakes,  
24 the same kind of mistakes that are going to kill people.

25 ALJ BUSHEY: Thank you.

26 (Applause)

27 STATEMENT OF MS. ANSLEY

28 MS. ANSLEY: I just want to make a quick

1 statement. I am adamantly opposed to this train the way  
2 MTA has constructed because MTA is cheap. MTA is  
3 indifferent. MTA doesn't give a damn because they're  
4 all rich, white predominantly, male. You saw these  
5 people around here. They are paying these people to  
6 come.

7 I want to say this. This was written in 1849  
8 by Frederick Douglass. You need to listen to this  
9 because this is true and I read it every day:

10 Power concedes nothing without a  
11 demand.

12 (Applause)

13 MS. ANSLEY: [Reading:]

14 It never did and it never will.  
15 Find out just what people will  
16 submit to, and you have found the  
17 exact amount of injustice and  
18 wrong which will be imposed upon  
19 them, and those will continue till  
20 they have resisted either with  
21 words or goals or with goals. The  
22 limits of tyrants are prescribed  
23 by the endurance of those who are  
24 being suppressed.

25 (Applause)

26 ALJ BUSHEY: Robert Jones.

27 Are there any other people beside those in  
28 line that wish to address the Commission tonight? If

1 there is, please come to the end of the line.

2 Mr. Jones.

3 STATEMENT OF MR. JONES

4 MR. JONES: Thank you. Good evening, ladies and  
5 gentlemen. I've been living here for 20 years. I got  
6 two sons who live in this neighborhood who go back and  
7 forth in these neighborhoods, like most people. I asked  
8 to be a lawyer. I go to Harvard. I have a GED. I'm  
9 proud to have it.

10 Let me go on to say this very quickly if I  
11 may. I understand that the Commission made an agreement  
12 and come to the conclusion that this line should be  
13 grade separated. Well, in the past the government did  
14 something similar to the Indians. They sat down,  
15 negotiated a treaty, and then tricked the Indians and  
16 didn't do what they said they were going to do.

17 (Applause)

18 MR. JONES: They bought Manhattan from the Indians  
19 for a couple of trinkets. Now they come to our  
20 neighborhood and try to buy us off to with a bull pen.  
21 Anybody goes to the jail, I been to the jail too, and  
22 not this bull pen. There's people going to be in the  
23 bull pen. Let me tell you what they're going to do.  
24 They going to do some dumb thing.

25 Let me say this. We have an opportunity to  
26 let our government work with us, not for themselves, and  
27 that's why they're here. They were elected to represent  
28 the will of the people. We want a separation in this

1 grade at these stops because it's the right thing for  
2 our communities. And as a matter of fact, I'm a Vietnam  
3 veteran. I served in Vietnam in 1965. And I'm going to  
4 fight for this country till we can stand and disagree.  
5 And I'll take the opportunity to fight anything,  
6 anybody, any administration that argues for anything  
7 less than to protect our students and to protect our  
8 neighborhoods.

9           Some people say, well, it's okay over there.  
10 They didn't argue about it. We want to fight for our  
11 community.

12           (Applause)

13           MR. JONES: [Inaudible] personal things about my  
14 community and about my family and about the things that  
15 I love, and I'm going to protect them with the same zeal  
16 and determination that I had when I fought for this  
17 country. And by the way, I'm running for the 47th  
18 Assembly District.

19           (Applause)

20           ALJ BUSHEY: Thank you.

21           Justin Walker.

22                           STATEMENT OF MR. WALKER

23           MR. WALKER: Thank you. I look forward to a quick  
24 resolution of the issue. And in short, I recommend that  
25 you accept the Farmdale option proposal. And I'd also  
26 like to do [inaudible]. Metro has invested, put in  
27 safety improvements on the Metro Blue Line, and it has  
28 shown a significant decrease in injuries and fatalities.

1 With that said --

2 (Voices)

3 MR. WALKER: Excuse me. Let me finish. I'd like  
4 to share a basic example of something that is a threat  
5 to us 14 hours a day. It's the sun. If you look at it,  
6 you'll go blind, but somehow we get by. Most people  
7 aren't blind. They cope with this. Once they know that  
8 they're at risk, they adapt. So it is the same with the  
9 Farmdale crossing here. All you have to do is look at  
10 any old European city and see that people will accept  
11 the trains and have far fewer mitigation and far fewer  
12 superfluous mitigation and accept the trains in the  
13 neighborhood.

14 Thank you.

15 ALJ BUSHEY: Thank you.

16 (Applause)

17 ALJ BUSHEY: Sam Levey.

18 STATEMENT OF MR. LEVEY

19 MR. LEVEY: Hi. I support the Farmdale Station  
20 and the design. One main point I want to bring up which  
21 is a problem I have with what I heard from this  
22 community tonight, which is I'm speaking on behalf of  
23 [inaudible] more on behalf of young people. I'm 19. I  
24 graduated high school last year. And it sounds to me  
25 like a lot of people here seem to think that high school  
26 students are like, I don't know, a different species or  
27 mentally retarded or something. I mean where did you  
28 learn to cross the street? Right? Your parents taught



1 you when you were eight, but you still have to learn to  
2 cross streets.

3           That's when we learn to cross train tracks  
4 too, not when we turn 18 and graduate high school.  
5 Train tracks are actually safer than streets. Do you  
6 know how many cars can cross the street in five minutes?  
7 Somewhere between 100 and 200. Do you know how many  
8 times this train is going to cross the street in five  
9 minutes? Twice at the most. And also the train is  
10 going to be predictable. Cars can come from anywhere in  
11 any direction. This train is going to come on the  
12 tracks at a regular interval at under 15 miles per hour.  
13 I mean there isn't even enough space in the street for  
14 the car to accelerate. Realistically this crossing is  
15 going to be between 5 and 10 miles per hour.

16           So don't treat children like they're a  
17 different species. We're perfectly able. I mean sure,  
18 I've seen a lot of students -- I've seen a lot of kids  
19 do really stupid stuff, but I've also seen a lot of kids  
20 do really, really great stuff. And I've seen a lot of  
21 adults do really, really stupid stuff. So I mean don't  
22 treat us like we're retarded. We can handle a train  
23 crossing.

24           Thank you.

25           (Applause)

26           MR. LEVEY: And also one fact that I'd like to  
27 bring up about rail. The reason that it's grade  
28 separated in Culver City and La Brea and La Cienega is

1 because of traffic. That's what grade separations are  
2 for. The train won't create gridlock. Engineers have  
3 the final say. So this is going to be fine. It's going  
4 to be one of the [inaudible] in the world.

5 (Applause)

6 ALJ BUSHEY: Thank you. Karen Banks. Karen  
7 Banks.

8 STATEMENT OF MS. BANKS

9 MS. BANKS: My name is Karen Banks, and I have  
10 grown up in this community. I went to Branden  
11 Elementary School. I lived in Audubon. My older sister  
12 went to Dorsey, and my younger brother graduated from  
13 Dorsey. I was one of those young people that got on the  
14 train to get to school to get to Dublin, to get to  
15 Audubon, and I watched the high schoolers run across and  
16 dodge the train to catch the bus to get to school on  
17 time. We knew exactly when the train was coming. It  
18 would come in the morning. We knew the times. And  
19 these kids are going to know the times of these  
20 schedules for these trains.

21 I listened to people talk about kids are  
22 smart. You became very sarcastic, and you've been very  
23 disrespectful.

24 (Applause)

25 MS. BANKS: [Inaudible] people when you come into  
26 their home. The other thing I know is that young people  
27 are young people everywhere. It doesn't matter whether  
28 they're in Santa Monica or whether or not they're in

1 Culver City or Chicago or New York or Boston. I went to  
2 school in Boston too, and we dodged the trains there  
3 too, because people understand what they're dealing  
4 with, and young people will try and do it, and yes,  
5 there will be compromise. And to act like we don't know  
6 this when we admitted it years ago, but somehow today we  
7 changed our minds and we come up with a different plan.

8 I am for transportation. It's not about the  
9 Expo Line. It's not about at grade level. It is about  
10 this grade level station at this place right here at  
11 Dorsey High School. You don't have a train adjacent at  
12 USC. I drive down Exposition every day downtown. I  
13 love to take the train. The ride on Exposition, the  
14 rail, is in the middle of the street. It is not 20,  
15 what, 20 yards away. It is not there at all, not next  
16 to Overland.

17 Thank you.

18 ALJ BUSHEY: Thank you.

19 (Applause)

20 ALJ BUSHEY: Ivan Gamble.

21 STATEMENT OF MR. GAMBLE

22 MR. GAMBLE: All right, Judge. I appreciate what  
23 you're saying. There can be no amnesty. But I  
24 really -- at this just kind of a place why such a  
25 solution. Why not bring it or put it below ground. As  
26 far as anyone here is saying. Nobody is saying don't  
27 bring the train.

28 (Applause)

1 MR. GAMBLE: Make this neighborhood safer. And  
2 there's nothing wrong with making things safer, at least  
3 not that I can see. There's nothing wrong with that.  
4 And I know that young people, we all have, a lot of us  
5 have kids, and we teach them to cross the street.  
6 That's an oversimplification, because you teach a child  
7 something, they don't always listen, and they make  
8 mistakes. And like I said, there's nothing wrong with  
9 making something a little bit safer, and if it costs a  
10 little more money, then why not. If it's safer, I don't  
11 see a reason, like money as a reason to compromise that.  
12 I just don't see that as a good excuse.

13 (Applause)

14 ALJ BUSHEY: We have reached the end of the list.  
15 The next speaker can come forward. Please identify  
16 yourself for the record, state your full name and spell  
17 your last name, please.

18 STATEMENT OF MS. ROSE

19 MS. ROSE: My name is Mary Rose, R-o-s-e. I'm in  
20 favor of light rail, but I'm not in favor of it being at  
21 grade here at Dorsey. I grew up with trains. I was a  
22 kid, and I challenged trains. I challenged trains by  
23 foot, by car. It was a game. It was a dare. I was a  
24 kid. I was 15. My father's brother died by a train.  
25 Knowing that, I was a kid, I still dodged them. Kids  
26 are kids no matter where you are. A kid is a kid. And  
27 that's it.

28 Thank you.

1 (Applause)

2 STATEMENT OF MS. WASHINGTON

3 MS. WASHINGTON: My name is America Washington,  
4 W-a-s-h-i-n-g-t-o-n. I have been in this neighborhood  
5 for since April the 1st, 1969, and I live close to  
6 Buckingham Road crossing. Extended crossings are very  
7 dangerous. Coming down Exposition, there's a street on  
8 this side and a street on the other side. On that, at  
9 that crossing there have been a lot of people who were  
10 killed because they would see the light turn yellow, but  
11 they would continue all the way across the track to make  
12 it across Exposition.

13 If anything like that ever happened here. I  
14 have a granddaughter that went to school here two years  
15 ago. I picked her up from school almost every day. At  
16 3:08, you couldn't move your car because the children  
17 were everywhere. I don't think that it's any different  
18 now. It would be wonderful if the train could be put  
19 underground. But one thing I've noticed in this  
20 neighborhood as long as I've lived here. We have been  
21 given -- there have been certain things that have  
22 happened here. We have been given a forum to seek  
23 justice, we have tonight, but we've also found out the  
24 decision had already been made and we were only allowed  
25 to speak to keep it legal. And that's not fair.

26 (Applause)

27 MS. WASHINGTON: We work hard. We pay taxes. We  
28 should be heard. We're intelligent people, and we plan

1 to raise our children as intelligent people. Our  
2 children know how to behave just as other children do.  
3 And we need to -- something has to be done so we can be  
4 heard, and let it be legal.

5 ALJ BUSHEY: Thank you. Next speaker, please.

6 STATEMENT OF MS. CHRISTIAN

7 MS. CHRISTIAN: My name is Mary Christian. I  
8 didn't come up earlier because I was kind of like a  
9 little shy. I don't understand either why we have to  
10 keep fighting the same battles over and over. Like when  
11 people say that we don't get involved and we don't care,  
12 but when we do get involved, it's like we're wasting our  
13 time, spinning our wheels.

14 And I would like to know where the  
15 Commissioner went. Did he have to go to the rest room  
16 or something?

17 ALJ BUSHEY: No. He had to catch a flight to get  
18 back to San Francisco.

19 MS. CHRISTIAN: He is gone. Excuse me. I am  
20 opposed to not the Expo Line. This is not that we don't  
21 want it. We're saying, why can it not be done more  
22 safely? Like somebody said, we don't understand why it  
23 can't just be done safer. It's very simple. We don't  
24 understand it. We think somebody is playing with us.

25 Can someone explain that.

26 ALJ BUSHEY: I'm sorry. This isn't a question and  
27 answer session. This isn't a question and answer  
28 session. We're here to receive your comments. Have you

1 concluded your comments?

2 MS. CHRISTIAN: I would sure like to know. It's  
3 very confusing. We don't understand. It's frustrating  
4 and it's depressing, and it does [inaudible].

5 ALJ BUSHEY: Thank you.

6 MS. CHRISTIAN: Thank you.

7 (Applause)

8 STATEMENT OF MR. GLESS

9 MR. GLESS: My name is Gary Gless. I am the  
10 President of the Citizens Coalition for a Safe  
11 Community. I don't have to go very far to actually see  
12 that the community is getting railroaded here. Our  
13 organization, we're actually fighting an oil company.  
14 Just like PG&E, they were told that it was safe to do in  
15 our community. This is not a safe thing to do here.

16 (Applause)

17 MR. GLESS: The people that stood up here need  
18 grade separation. Now, if they don't know their  
19 children, of what's going on and what's happening in the  
20 intersection, then nobody does. The people that mostly  
21 stood up here in the white shirts and talked, they were  
22 coming in from other communities. Well, just ask other  
23 communities. The grade separation they're asking for,  
24 just like every other community that really needs to get  
25 things done rightly or correctly. You should also  
26 listen to see and make sure that that is done for them.

27 Thank you.

28 ALJ BUSHEY: Thank you.

1 (Applause).

2 STATEMENT OF MS. FIELDS

3 MS. FIELDS: Hi. My name is Jeana Fields,  
4 F-i-e-l-d-s. I live here in the community. I've grown  
5 up in this community. What I wanted to say was recently  
6 there was an interesting story on the news about a  
7 teenager who got on at Elmwood High School who was car  
8 surfing. He got on top of a car traveling about 55  
9 miles an hour down PCH. And yeah, that's a crazy thing  
10 to do. That is what teenagers do. Think back in your  
11 mind.

12 I think back on things I did when I was 15. I  
13 actually car surfed when I was 15. I did some  
14 ridiculous things when I was 15 that looking back now  
15 seem insane, but then it seemed perfectly logical. Now,  
16 I'm not saying every student is like that. Not every  
17 student is like that, but some are. Are we willing  
18 sacrifice the few who are?

19 I love light rail. I love trains. I lived in  
20 a multitude of different countries. I went to Berkeley.  
21 I lived in the Bay Area. I lived in London. I lived in  
22 New York. And all these communities have a great, great  
23 rail system. And I support a rail system here, but one  
24 that's safe, either above ground or below ground. It  
25 has to be safe in order for the community to want it,  
26 and we really need to listen to the community.

27 And the biggest difference with cars going by  
28 is a car can stop much more quickly than a train.



1 (Applause)

2 MS. FIELDS: Trains are large and it's harder to  
3 stop. Even if it's only going 10 or 15 miles an hour,  
4 the distance that it takes that massive size train to  
5 stop is much different than a car. So yes, it is a lot  
6 safer. Lots of cars moving around, but trains, even at  
7 5, 10, 15, 10 miles can really kill a student, and  
8 students do do a little bit of crazy things. I love our  
9 students. I see how they are. I love them, but they're  
10 not always the most rational.

11 So again, I just really implore you to really  
12 consider when you leave this community what we've said  
13 and put the train underground, please.

14 Thank you.

15 ALJ BUSHEY: Thank you.

16 (Applause)

17 STATEMENT OF MS. ALT [phonetic]

18 MS. ALT: Hello. My name Eva Marie Alt, and I've  
19 lived in this area since April the 26th, 1942. My  
20 grandparents were born, it's now 36th and Western.  
21 We've been there 1885. Anyway, we need to have it under  
22 or over. Some people in the community don't want it.  
23 They don't want, you know, to go straight across the  
24 street. They just don't want it. And they don't want  
25 kids traveling. I'm 67. I ride my bicycle because I go  
26 walking here every morning. You know, so, for the older  
27 kids.

28 Thank you.

1 (Applause)

2 ALJ BUSHEY: Our final speaker this evening.

3 UNIDENTIFIED SPEAKER : Hello. My name is Joyce  
4 [inaudible], and I live in the community here, and I'm  
5 for the underground station. And please listen to the  
6 community.

7 ALJ BUSHEY: Thank you.

8 (Applause)

9 MR. BAGBY: I'd just like to say on behalf of  
10 Dorsey High Alumni Association, we thank you so very  
11 much for your time, your energy, and your input. We  
12 aspire to be civil here. And thank you very much for  
13 participating in a democratic operation. Thank you.

14 ALJ BUSHEY: Thank you.

15 (Applause)

16 ALJ BUSHEY: On behalf of the Commission I'd like  
17 to thank you all for coming out and offering your  
18 comments. The comments have been taken down verbatim by  
19 our very tired court reporter.

20 (Applause)

21 ALJ BUSHEY: The comments will be printed out and  
22 circulated to all the commissioners. They will review  
23 them before the final decision is issued in this  
24 proceeding.

25 Thank you again for coming. The Commission is  
26 adjourned.

27 (Whereupon, at the hour of 9:20 p.m.,  
28 this public participation hearing was  
concluded.)

Good Afternoon,

**From:** Jon Melvin [jonm@vi-i.com]

**Sent:** Friday, May 14, 2010 4:38 PM

**To:** Collins, Gabriela

**Subject:** RE: Expo Line Farmdale Station - CPUC and Draft EA

I will not be at the meeting but I wish to put in my vote that it be above-grade as much as possible, and a station in that area. It is the least that can be provided for having the train pass through that area, adjacent to a school. And access to the train will be a great benefit to our entire region and should not be more difficult for some neighborhoods as compared to others because of lack of a near-by station. (Note for example that two stations within a mile of each other are being provided near USC.)

Jonathan D. Melvin

Blair Hills Neighborhood

Culver City, CA 90232

[jonm@vi-i.com](mailto:jonm@vi-i.com)

PS – Hurry up. I can't wait to commute on the new train to work!

---

**From:** Collins, Gabriela [mailto:GCollins@exporail.net]

**Sent:** Friday, May 14, 2010 4:14 PM

**To:** John Melvin

**Subject:** Expo Line Farmdale Station - CPUC and Draft EA

## **Expo Light Rail Line – Proposed Farmdale Station**

### **CPUC Public Hearing**

The California Public Utilities Commission (CPUC) is holding a Public Participation Hearing on the Exposition Construction Authority's grade crossing application for Farmdale Avenue near Dorsey High School, which includes the addition of a passenger station.

The hearing is designed to provide the public an opportunity to be heard on issues related to the proposed grade crossing and the addition of the station for the Exposition Light Rail project, which is currently under construction and scheduled to open next year.

**Date:** Tuesday, June 1, 2010

**Time:** 6:00 p.m. to 8:00 p.m.

**Location:** Dorsey High School - Library (Second Floor)  
3537 Farmdale Avenue, Los Angeles, CA 90016

[Click here to view the Public Participation Hearing Notice](#)

If you would like additional information on how to participate at this public hearing, or if you would like to submit written comments concerning CPUC application No. 07-05-013, please contact:

California Public Utilities Commission

Good Afternoon,

Public Advisor's Office  
320 W. 4th Street, Suite 500  
Los Angeles, CA 90013  
E-mail: [public.advisor.la@cpuc.ca.gov](mailto:public.advisor.la@cpuc.ca.gov)  
Toll Free Number: (866) 849-8391

At this hearing, the public may also comment on the **Draft Environmental Assessment (EA)** that has been prepared in compliance with the National Environmental Policy Act for the construction and operation of the passenger station at Farmdale Avenue.

[Click here to view the Notice of Availability for the Draft EA](#)

[Click here to view the Draft EA online](#)

For more information on the Farmdale Station please visit the project website at [BuildExpo.org](http://BuildExpo.org) or call the Expo Hotline at 213-922-EXPO(3976).

Kind regards,

Gabriela G. Collins  
Government/Community Relations Manager  
Exposition Construction Authority

**From:** Barbara Broide [bbroide@hotmail.com]  
**Sent:** Monday, May 31, 2010 5:24 PM  
**To:** public.advisor.la@cpuc.ca.gov  
**Subject:** CPUC application No. 07-05-013 - EXPO  
**Dear PUC Public Advisor's Office,**

**I regret that I will be unable to attend the PUC June 1st hearing on the EXPO Farmdale station.**

**Please accept my comments via email in support of the EXPO line and the adoption of the station at Farmdale.**

**The local community and the entire Los Angeles metropolitan region need the EXPO line up and running as soon as possible; this compromise plan to adopt the Farmdale station near Dorsey High School addresses the concerns raised by opponents and should allow construction of EXPO to move forward without further delay.**

**Thank you for your consideration.**

**Sincerely,**

**Barbara Broide  
bbroide@hotmail.com  
Los Angeles, CA 90025**

From: Ramirez, Fernando [FRamirez@bos.lacounty.gov]  
Sent: Monday, June 07, 2010 12:03 PM  
To: Collins, Gabriela  
Subject: FW: The only solution for the Farmdale crossing (Dorsey)

FYI

-----Original Message-----

From: Jerold Steiner [mailto:jerold.steiner@ca.rr.com]  
Sent: Saturday, June 05, 2010 2:15 PM  
To: paul.koretz@lacity.org; The Office of Mark Ridley-Thomas; Yaroslavsky, Zev; councilmember.parks@lacity.org; Jan.Perry@lacity.org; councilmember.wesson@lacity.org; pam.oconnor@smgov.net; councilman.rosendahl@lacity.org; rthorpe@exporail.net  
Cc: Leahya@metro.net; scott.malsin@culvercity.org  
Subject: The only solution for the Farmdale crossing (Dorsey)

Good Day:

I was unable to attend the meeting at Dorsey High School relating to the Farmdale/Exposition light rail potential solution..... However a few questions and comments are forwarded.

> IS IT TRUE.....?

> 1)  
> - Dorsey's student population is somewhere between 1900 and 2000 students?  
> -- Grade 9 are about 500  
> -- Grade 10 are about 460  
> -- Grade 11 are about 593  
> -- Grade 12 are about 329  
> - The teacher population is about 120, and administrators (?)

> 2)  
> No documented evidence has been provided as to how many students presently  
> enter or leave the school.....  
> - Walking to or from the south side of the school property (Farmdale  
> towards Rodeo Road)  
> - Walking to or from the north side of the school property (Farmdale  
> towards Exposition Blvd/Jefferson)  
> - Utilizing school buses or public transportation (buses)  
> - Using bicycles to get to and from Dorsey.  
> - Driving private vehicles and parking near Dorsey.

> 3)  
> I have seen no documented evidence on vehicle traffic count on Farmdale  
> (per hour) as it relates to:  
> - vehicle use - going north or south to drop off students at Dorsey in the  
> morning  
> - vehicle use - going north or south to pick up students at Dorsey in the  
> afternoon  
> - vehicle use - as a short cut going north or south between Rodeo and  
> Exposition between 7:00 a.m. and 5:00 p.m.

> 4)  
> The only ones who should have a say-so relating to the Exposition/Farmdale  
> intersection should be affected parents who have students going to Dorsey  
> and reside within the established boundary lines for Dorsey (90016). Those  
> requiring a need to get to Dorsey are capable of crossing Exposition at  
> Buckingham road and utilizing the street south of the light rail tracks in  
> order to get to Farmdale. Refer to the North, East, South and West  
> boundary  
> lines which encompass the Dorsey student population)

> 5)  
> I know of no survey taken or published relating to the opinion(s) from  
> affected residential community between La Brea and Farmdale, Farmdale and  
> Crenshaw. Buckingham to Farmdale (on either side of the tracks) that  
> indicate they would utilize the Farmdale station in sufficient quantity to  
> justify a stop at the Farmdale Location.

> 6) As far as Faculty, Administrators and Staff concerns about their  
> parking area, No problem.....adjust you method by entering the parking lot  
> from the south side of the tracks.

> Summary:  
> The only common approach is to block off Farmdale completely and don't  
> spend another dime on this effort. La Brea, Buckingham Road, Exposition  
> (on the south side of the tracks) and Rodeo will get anyone to Dorsey.

Comments are appreciated

Jerold Steiner, Pro Light Rail  
Walavista Road Resident where Phase 2 R-O-W is within 200 feet of the Phase  
2 south and west exporail tracks crossing Motor Ave.  
Cheviot Hills (South)

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P.S.  
My previous residence during the 1950's and 1960's was within the postal  
zone 90016 (Dorsey High School District)  
- I am totally familiar with Exposition Blvd from Figueroa to La Brea.  
- I am totally familiar with the corner former candy store hangout on the  
northwest corner

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