



# WESTSIDE SUBWAY EXTENSION

## Public Participation & Community Outreach Report Appendix A – Scoping Report Part 3



August 2010

**Appendix P**

**Public Scoping Meeting – April 16, 2009**



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22 Reported By:

23 KIMBERLY ANTON  
24 CSR No. 12881

24

25 Job No.:  
B1539NCO

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PUBLIC MEETING

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METROPOLITAN TRANSPORTATION AGENCY

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JODY LITVAK AND DAVID MIEGER, CO-CHAIR

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7 Westside Subway Extension )

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TRANSCRIPT OF PROCEEDINGS, taken at  
444 North Rexford Drive, Auditorium, Beverly Hills,  
California, commencing at 6:31 p.m., on Thursday,  
April 16, 2009, reported by KIMBERLY ANTON,  
CSR No. 12881, a Certified Shorthand Reporter  
in and for the State of California.

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1	APPEARANCES:	
2	PUBLIC COMMENTS:	PAGE
3	MR. GARY GUTH	5

4		24
	MS. KYMBERLEIGH RICHARDS	6
5		
	MR. MATTHEW KRONEBERGER	8
6		
	MR. JOSEPH DUNN	10
7		
	MR. JAYSON WARSUMA	11
8		25
	MR. ALLAN ALEXANDER	13
9		
	MR. KEN ALPERN	14
10		
	MR. PHIL BROWN	16
11		
	MR. JOHN MIRISCH	17
12		
	MR. JUSTIN WALKER	19
13		
	MR. ANDRE MORIMOTO	21
14		
	MR. JEFF JACOBBERGER	22
15		
	MR. TOM PEASE	23
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

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1 Beverly Hills, California, Thursday, April 16, 2009

2 6:31 p.m.

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5 MS. LITVAK: So our first speaker -- oh, and if I really  
6 massacre your name, or even massacre it a little bit, I  
7 apologize.

8 Gary Guth, followed by Kymberleigh Richards, and  
9 then Matthew Kroneberger.



10           So, Mr. Guth, if you could come up.

11           MR. GUTH: Can somebody hand me a wireless mike?

12           MS. LITVAK: Yes. Absolutely. Absolutely.

13           Mr. Guth, and then we'll have -- oh, this is off.

14           Okay.

15           MR. GUTH: Hello, my name is Gary. I want the Wilshire

16           Purple Line extended all the way to the ocean, please. I

17           believe that's the project that the money should be worked

18           on, and that will allow anybody from the Valley that wants

19           to go to the beach have access to it.

20           And MTA is too slow in completing these projects.

21           How long is it going to take to duplicate all the street car

22           routes that we had in 1961 that were ended, that you guys

23           took away and took that private company out of business?

24           Will it take 100 years? We won't be able to enjoy it in the

25           audience here.

1           And you guys need to switch your buses to  
2 battery-operated motors. Tesla Motors has a car that will  
3 go 220 miles on a single charge of electricity, and go on  
4 freeway speeds 80 miles an hour for 220 miles.

5           And we shouldn't be using any cars that have fuel  
6 cells that have exhaust pipes that drip out water. We  
7 should use fuel cells that don't have exhaust pipes and  
8 recycle the water.

9           And, lastly, I'm looking for some people that are  
10 interested in learning the red light/green light system and  
11 helping me dole out my money every five days so I can  
12 compete against MTA and -- for the Valley, you can have  
13 buses that run every ten minutes, 24 hours a day so we can  
14 get around the city. That's the way it should be.

15           Please help me. I'll be here until 8:30, that's  
16 when my ride comes.

17           MS. LITVAK: Okay. Thank you. We'll move that back  
18 there so we don't have to disturb that.

19           Okay. Kymerleigh Richards, then  
20 Matthew Kroneberger, and then Joseph Dunn.

21           MS. RICHARDS: One thing we definitely did not want to  
22 do is trip over Mr. Guth's equipment.

23           Kymerleigh Richards, Public and Legislative

24 Affairs Director for Southern California Transit Advocates.  
25 Some of what you're going to hear tonight you've heard

7

1 multiple times from us at multiple stages in this, but it  
2 needs to be on the record as much as possible.

3           We believe Metro's done a good job thus far. We  
4 agree with the -- with the MOS order, including MOS-4. We  
5 also believe that when MOS-4 becomes a reality, the logical  
6 branch point will be at Wilshire/La Cienega, and we believe  
7 that Wilshire/La Cienega station should be designed with  
8 that future branch in mind because we know it will have to  
9 happen eventually. We hope the ridership proves it sooner  
10 and the funding proves it sooner, but we know it will happen  
11 eventually.

12           To answer your question about going further west,  
13 my personal feeling, I believe Wilshire/Bundy really is a  
14 better choice, because the traffic backups do go all the way  
15 back to Barrington, especially at peak hour.

16 Plus, Bundy does have a crossing Santa Monica big  
17 blue bus line, 14, whereas Barrington does not have cross  
18 service, so we believe that may well be a logical point.  
19 However, the point that you're working on MOS-3, we do need  
20 to look at, at the same time, starting the process for  
21 another Measure R project, which is the Sepulveda Pass rail  
22 line. We believe that's going to be a major connectivity  
23 point at Wilshire/Westwood, and we would urge that that  
24 process move forward.

25 Finally, a note to the public. It's never too soon

8

1 to let your elected officials know that there needs to be  
2 more funding, as you pointed out. Our organization has a  
3 brochure on how to lobby your elected officials, and I will  
4 be happy to give a copy to anyone who wants to see me after  
5 the meeting.

6 Thank you.

7 MS. LITVAK: Thank you very much.

8 Okay. Mr. Kroneberger and next it will be

9 Joseph Dunn, after Mr. Dunn -- one moment, please.

10 Jayson Warsuma.

11 Okay. Mr. Kroneberger, go ahead, say your name.

12 MR. KRONEBERGER: Hello, my name is Matthew Kroneberger,

13 and I'm a U.C.L.A. student and a lifelong Los Angeles

14 resident.

15 To keep this snappy, I'll read off of what I have

16 written here. I will have, of course, already graduated

17 from U.C.L.A. by the time the first subway has arrived on

18 the Westside, and my concerns with is for future U.C.L.A.

19 students, faculty, and staff.

20 From my experience with U.C.L.A.-oriented transit

21 and the transit needs of my peers, I suggest two building

22 portions based on the alternatives presented this evening.

23 First, leave the actual places of the future of

24 Westwood station in the extremely dense driving and lively

25 northern portion of Westwood Village, not a southern

1 terminus at Westwood Boulevard and Wilshire Boulevard.

2           From a simple pragmatic point of view, I'd like to  
3 see a station at Le Conte and Westwood Boulevard -- at the  
4 intersection I should say. This is at the mouth of campus  
5 and would provide a meeting point for Westwood Village and  
6 U.C.L.A. students and staff alike.

7           Secondly, I would propose further investigating the  
8 connection of the Purple Line through West Hollywood and to  
9 the Red Line. To get to Hollywood from U.C.L.A., one has to  
10 take the Metro Local 2, a 40-minute bumpy and lengthy trip.

11           In addition to West Hollywood and major shopping  
12 destinations for U.C.L.A. students, but many whom would not  
13 rather take the Metro 20 connecting to the 704 to shop for a  
14 total of \$2.50, where they can take a \$.25 drive from the  
15 Big Blue bus directly from Campus Santa Monica in less than  
16 20 minutes.

17           That's all I really have to say and thank you for  
18 your presentation.

19           MS. LITVAK: Thank you very much.

20           Okay. I want to take a moment while Mr. Dunn is  
21 coming up, and I know he'll get a chance to speak later, we

22 have a newly elected official here, Mr. Mirisch from  
23 Beverly Hills.

24 MR. MIRISCH: Just here as a private citizen.

25 MS. LITVAK: No, those days are past for you. I'm sure

10

1 we'll get a chance to speak later on, but thank you, it's  
2 nice to meet you. Welcome.

3 Okay. Joseph Dunn, Jayson Warsuma, and a former  
4 elected official, Allan Alexander.

5 Go right ahead.

6 MR. DUNN: My name is Joseph Dunn, I'm a -- I was at the  
7 last meeting, and I -- this is what I suggested to the MTA.  
8 West of the 405 freeway, why are we having the -- the train  
9 close to Wilshire?

10 I -- eventually people near Santa Monica Boulevard  
11 are going to say, how come we don't have a rail line? My  
12 suggestion is to bring it down to be parallel and, like,

13 smack dab in between Santa Monica and Wilshire and to  
14 eliminate the 26th Street stop, there's nothing there.

15           The 20th Street should be at 20th Street (sic)  
16 because that's where St. John's Hospital is, that's where  
17 you could have the station, right there.

18           What you would do with the -- all the rest of the  
19 stations in between the 20th Street station is you would  
20 have a mezzanine level, and if you've been to New York City,  
21 past the free area of the -- past the turnstile area, you  
22 could have tons of underground tunnels and passages. We  
23 would have something like that in my idea and you put moving  
24 sidewalks. If you've been to London's Gatwick Airport that  
25 I've been to, also, they are wide enough and you could put

11

1 wheelchairs on them, also.

2           And then second of all, I would like to suggest  
3 that you make sure that the -- that whatever is built at the  
4 4th and Wilshire station do -- does have the same



5 connectivity for the Expo line. Makes no sense to have two  
6 separate stations in Santa Monica like that.

7           So if here in Beverly Hills and wherever you don't  
8 know where to put your stations, do that idea. Put a  
9 mezzanine level and put moving sidewalks all over the place.  
10 It's a lot cost effective (sic) if you do it that way  
11 instead of building another train line somewhere. Thank  
12 you.

13           MS. LITVAK: Thank you, Mr. Dunn.

14           Jayson Warsuma, Allan Alexander, and Ken Alpern.

15           MR. WARSUMA: Okay. Hi. How are you doing today,  
16 everybody? Yes. I mean, I like the idea. It's pretty  
17 good, and it's very interesting, and, you know, if the  
18 New York subway can eat its cake and ice cream, too, we can  
19 eat the cake and ice cream, too, as well.

20           Because, I mean, it's taken a long time to do it.  
21 I mean, if we had that kind of money. If we had, like,  
22 let's say 100 billion, the subway would get done, like, in  
23 two years. And the Red Line reminds me of the D Line from  
24 New York subway.

25           So, New York subway did it back then in the 1900's

1 because, see, it was cheaper. Now it's so expensive now and  
2 people need the subway now. More people in Los Angeles  
3 County need the subway.

4           They think that because -- the reason why they need  
5 it is because they work in low paying jobs and they have  
6 families and stuff, and they have to take the bus and the  
7 buses are crowded, and the buses have been -- I mean, the  
8 704 has been slow for a while.

9           Because I take the 704 almost every day now because  
10 I work in Century City, and it's -- I mean, it's been slow.  
11 And the Number 4 as well, too. I mean, it needs to get,  
12 like, a little bit faster, like every, you know, five  
13 minutes, 24/7. You know, I wish the rapid would run -- I  
14 wish most rapid buses would run 24/7, but a lot of them  
15 don't, so it's very sad.

16           And, you know, I hope this subway -- because I'm  
17 going to do a map of it. I'm going to redo it and show the  
18 audience that if London Underground and Paris Metro can eat

19 its cake and ice cream, too, we can eat the cake and ice  
20 cream, too.

21 Again, thank you. Have a nice day.

22 MS. LITVAK: Thank you, Jayson.

23 For those of you who were with us, you will  
24 remember Jayson gave us a great map, but he's going to give  
25 us another one.

13

1 Okay. Allan Alexander, Ken Alpern, and then  
2 Phil Brown. Allan Alexander is a former elected official,  
3 but he still gets two minutes.

4 MR. ALEXANDER: Thank you very much. I'm  
5 Allan Alexander, resident, and my law office is in  
6 Beverly Hills, and I am speaking as an individual.

7 I did serve as the co-chair of the Mass Transit  
8 Committee back in 2007 appointed by the City Council of  
9 Beverly Hills. Our direction was to determine where the  
10 alignment should go, preferred alignment, on the Westside,

11 and, secondly, where the stations would be located in  
12 Beverly Hills.

13 Our conclusion was the alignment straight down  
14 Wilshire Boulevard, which is what is being proposed here.  
15 Certainly no objection to it as the secondary coming from  
16 Hollywood.

17 And second, the stations could be located at  
18 La Cienega and Wilshire, at the east end of Beverly Hills,  
19 and at the west end at Beverly Drive and Wilshire.

20 I'm very pleased. I cannot speak on behalf of the  
21 committee, but the committee, by 18-0 vote, was in favor of  
22 the positions I just described, and the fact that you're  
23 studying these in -- and developing is consistent with that,  
24 I certainly feel you're on the right track and very  
25 appreciative of all the outstanding work that's been done.

2 phasing. It seems to me, and I don't know if it's  
3 financially feasible, but I think you should try to get the  
4 first phasing all the way to Century City. It's not because  
5 Beverly Hills -- it would be the same thing if Beverly Hills  
6 was in Westwood, but look at Century City.

7           It's got over at 10 million square feet of office  
8 plus all the other -- the residential and other components  
9 there and the hotels. It's the counterpoint to downtown,  
10 and I urge you if you're trying to solve the traffic  
11 congestion problem to the Westside and be able to bring  
12 workers into the Westside, which is so important, that you  
13 consider that as part of the first phase.

14           If you can't do that, then make that second phase  
15 the rapid phase to Century City. Thank you very much.

16           MS. LITVAK: Thank you.

17           Okay. Ken Alpern followed by Phil Brown and then  
18 by Councilman John Mirisch. And I got some more cards.  
19 Thank you.

20           Go ahead.

21           MR. ALPERN: Well, it's just sort of interesting -- my  
22 name is Ken Alpern, I'm with other transit-oriented  
23 organizations, such as Friends 4 Expo, Transit Coalition, I  
24 co-chair with Bill Rosenthal Transportation Advisory

25 Committee.

15

1           And it's interesting, on the way here, I was  
2 talking with Darryl Clark, who I work with at Friends 4  
3 Expo, and I guess David Mieger and the two of us have been  
4 on the same wave length for years and we still are, because  
5 we still agree that MOS-3 to some point just west of the 405  
6 freeway was needed before MOS-4, and then there was a  
7 question of whether or not MOS-5 would be needed at all.

8           I believe that Wilshire and Bundy is ideal, but  
9 still that's something that can be discussed in the future.  
10 What we need here is, hey, Century City. Hey, U.C.L.A.,  
11 what is your planning? Why aren't we hearing from you?  
12 They need to be on the same page.

13           If you're going to throw the ball, they need to  
14 have that catcher's glove out for them to catch that pitch.  
15 What do they have in mind to make sure their planning jives  
16 with yours?

17           I think MOS-4 is a great idea, but, again, it  
18 should be after MOS-3, because there are a lot more  
19 questions than there are answers as compared to a straight  
20 shot to Century City and U.C.L.A.

21           MOS-4 also has both east and west -- east/west and  
22 north/south components. So the idea of, well, we are  
23 building north/south Crenshaw corridor project of some sort,  
24 is there a correlation? Are they entirely disparate  
25 projects? Maybe we need to think about that.

16

1           I really honestly believe that Wilshire/Bundy will  
2 meet many, not all, but most of the needs of Santa Monica  
3 and that the funding and planning board for this MOS-5 to  
4 the beach is probably best diverted to either a connection  
5 with the Expo line and/or the Sepulveda Boulevard/405  
6 corridor project and/or the Crenshaw corridor project.

7           Thank you very much. Have a good evening.

8 MS. LITVAK: Thank you.

9 Phil Brown, John Mirisch, and then Justin Walker.

10 MR. BROWN: Good evening.

11 The issue of traffic congestion really has not been  
12 addressed by the studies here today. And to be specific, in  
13 the Beverly Hills area, you will have by the development of  
14 a Wilshire corridor subway development with it attracting  
15 traffic as well as development, and the connection of  
16 downtown clear out to the 405 with a flow of traffic, and  
17 it's such a great amount, that it will create a bottleneck  
18 in the intersection of Santa Monica corridor that is truly  
19 unsolvable, and this sets up a situation where you are  
20 having conflict of vehicular traffic and the -- the -- the  
21 transit improvements, supposedly.

22 Now, of the 330,000 expected increased east/west  
23 increase in person trips, only 1/8th is picked up by the  
24 Metro subway and the Expo Line, so what happens with the  
25 other 7/8ths of the increase in person trips?



1           You're setting up a commuter versus resident  
2 conflict, and it's -- it's going to be big, because you're  
3 not solving the traffic congestion problem in the L.A.  
4 basin.

5           After spending 6 of \$9 billion, you still have a  
6 traffic congestion situation in L.A., and three miles of  
7 subway will build 30 miles of flow boulevard based on runway  
8 pair.

9           MS. LITVAK: Thank you.

10           Councilman Mirisch followed by Justin Walker and  
11 then Andre Morimoto.

12           COUNCILMAN MIRISCH: Hello, my name is John Mirisch.  
13 I'm a resident of Beverly Hills.

14           Well, obviously, I hope that the proposed mass  
15 transit solutions help alleviate through traffic for  
16 Beverly Hills. I also hope that there will be active use  
17 from and by all residents.

18           So, for example, once everything is built, if I  
19 wanted to go to Beverly Hills to, say, Dodger Stadium, how  
20 would I do that? Or if I wanted to go to Disneyland and use  
21 mass transit, what, is the actual question, what would the  
22 proposed routes be?

23 MS. LITVAK: I'm sorry. I should have --

24 Stop the clock for a minute.

25 I should have clarified. We're not really going to

18

1 be answering the questions here, because the purpose of this  
2 is for you to pose questions, and we'll have to answer them  
3 during the study, but we'll be glad to hang around and talk  
4 afterwards.

5 COUNCILMAN MIRISCH: Okay. Because I'd love to see  
6 practical uses for the residents to be able to go to  
7 locations and not have to use their cars.

8 If it turns out that it takes me three hours to go  
9 to Disneyland or an hour-and-a-half to go to Dodger Stadium  
10 and it still only takes me maybe a half hour by car, I think  
11 that's something that needs to be considered.

12 I also hope that the subway lines that are proposed  
13 to be built are not going to be used, and I know this isn't

14 a decision that you make, but hopefully there will be people  
15 who are decision makers, I hope it's not used as an excuse  
16 for over-densification.

17 The problem is, if we say we have a couple subway  
18 lines and we can build skyscrapers all along and fill up the  
19 area with even more people, that's not going to be a  
20 long-term sustainable solution to our traffic problems.

21 Thank you.

22 MS. LITVAK: Thank you very much.

23 Okay. Justin Walker, Andre Morimoto, and then the  
24 last card I have is Jeff Jacobberger, so Mr. Walker, come on  
25 up.

19

1 If you want to speak tonight, it is not too late.  
2 Raise your hand, we'll get you a card or raise your card,  
3 we'll come get it from you.

4 Go ahead.

5 MR. WALKER: Hello, my name is Justin Walker. I fully

6 support Alternative 11 from the Alternative Analysis,  
7 Wilshire and West Hollywood, that would be awesome, and I  
8 hope that that does eventually be the locally preferred  
9 alternative.

10 But I do have some technical concerns about this  
11 alternative, mostly with Hollywood and Highland, and I  
12 recommend -- I strongly recommend through service from  
13 Santa Monica to North Hollywood through the  
14 Hollywood/Highland station.

15 And I -- it's important to note, this was never  
16 formally presented as an alternatives analysis alternative.  
17 And part of the reason why the 405 through the Sepulveda  
18 Pass is so congested, as we all know, is because it funnels  
19 traffic from all directions north of the Pass to all  
20 directions south of the Pass.

21 And it's important to note that this corridor  
22 funnels traffic from the East Valley and Burbank and  
23 Glendale to Hollywood and the Westside. There's really no  
24 freeway that goes through that corridor, there's no mass  
25 transit as of now.

1           And, further, I see wasted capacity on this leg  
2 from Hollywood/Highland through North Hollywood because  
3 we'll eventually have maybe three-minute headways into  
4 downtown and three-minute headways through Santa Monica, but  
5 we'll have, say, six-minute headways between Hollywood and  
6 Highland and North Hollywood.

7           And, further, as part of an engineering  
8 consideration, I advise against remodelling the existing  
9 subway station at Hollywood and Highland and instead  
10 installing a junction to allow this through service to the  
11 east of that station.

12           And you always -- you've been talking about how the  
13 transfers would be provided at Hollywood and Highland, and  
14 it's important to note that on the Red Line, off-peak  
15 headways are about 20 minutes late at night and on some  
16 parts of the weekend, so when we have a transfer between  
17 lines on the West Hollywood line and the existing Red Line,  
18 that would involve transfers waiting up to 20 minutes. So  
19 no matter how well the station is engineered to provide for

20 transfers, there will be a long wait.

21           And regarding Wilshire and La Cienega, I recommend  
22 the alignment to be oriented to serve both the Purple Line  
23 and the West Hollywood Line. And further at the Sepulveda  
24 Pass Corridor, I propose both -- Pass Corridor recommended  
25 is engineering in advance now, plan for connectivity between

21

1 the Purple Line and this proposed corridor. Thank you.

2           MS. LITVAK: Thank you.

3           Okay. Andre Morimoto, Jeff Jacobberger, and then  
4 Tom Pease, I believe.

5           Mr. Morimoto, go ahead.

6           MR. MORIMOTO: I'm a lifelong L.A. resident, and I've  
7 lived in Japan for about six years. I continue to go out  
8 there to Tokyo, and I'm kind of spoiled by mass transit  
9 options there. It kinds of makes it bearable on the 405  
10 when I commute from the South Bay to my office in  
11 Century City.

12                   What I'd like to see is both lines,  
13   Alternative 11 -- well, Alternative 11 to be studied. I  
14   think we're going to have to bite the bullet now and build  
15   both lines.

16                   I'd like to see us -- I think, practical reasons,  
17   we need to -- to see MOS-1 all the way out to La Cienega  
18   first. I'd like to see it go past Fairfax. I'm not too  
19   worried about over-densification. You know, I think our  
20   city needs to grow up a little bit, with controlled  
21   planning. I don't think we're going to be New York any time  
22   soon, nor shall we.

23                   And, last, I'd like to see the Century City  
24   location station be somewhere in the middle of Century City,  
25   maybe at Century City -- I think Mr. Mieger said it best,

22

1   said somewhere near Avenue of the Stars or Constellation;  
2   however, having some type of exit tunnel that would go out

3 Century Park West and Century Park East, so people coming  
4 from Santa Monica Boulevard can access it. And, you know,  
5 let's try and get more federal money as soon as possible.

6 Thank you very much.

7 MS. LITVAK: Thank you.

8 Jeff Jacobberger and Tom Pease. That's the last  
9 card I have, but it's not too late.

10 Okay. I'll come get it from you in a minute, or  
11 Kristine will.

12 MR. JACOBBERGER: Jeff Jacobberger. I'm the chair of  
13 the Transportation Committee in Mid-City West, which is L.A.  
14 Neighborhood Council that includes the stretch of Wilshire  
15 between La Brea and Beverly Hills line.

16 I think I'm speaking on my own behalf, because our  
17 full board hasn't had a chance to discuss this issue, but I  
18 think we would probably support the MOS-1 at -- ending at  
19 Fairfax. I think some people will squawk, but, I mean, it  
20 is a logical stopping point, it's where the Grove is, and  
21 the Farmer's Market and La Brea is right there, so, you  
22 know, that would be acceptable.

23 I think you need to address how the ultimate  
24 Crenshaw line would connect to the Wilshire line, and,  
25 again, I think our neighborhood would be perfectly happy to



1 have it end at La Brea. There are people further to the  
2 east who don't want the line going to their neighborhood.  
3 We're happy to have it come to ours. I've got great access  
4 to the airport.

5           And just to echo one of the other previous  
6 comments, I think you should look at possibly deviating  
7 stations a little bit off of Wilshire where appropriate.  
8 Certainly not -- I think, you know, probably in Westwood  
9 having it a little bit north of Wilshire and closer to --  
10 would seem to make sense to me.

11           I don't know if in Beverly Hills even going a  
12 little bit north of Wilshire makes sense or not. There  
13 could be other places where -- you're going underground, you  
14 don't need to slavishly follow the street.

15           Thank you.

16           MS. LITVAK: Thank you.

17           Mr. Pease, and then I've got another card from

18 Mr. Guth, so we'll let you go ahead.

19 MR. PEASE: My name is Tom Pease. I'm a 20-year  
20 resident of Beverly Hills. I've been using the MTA every  
21 week to get to work, as I hope some of you guys do, for the  
22 past 10 years.

23 I would suggest that you do both subways, that you  
24 align the Santa Monica -- I mean, the West Hollywood line to  
25 stop near the Beverly Center and to stop at Laramie, which

24

1 is where the nightlife is. I would say if the Wilshire line  
2 could please stop at U.C.L.A., which is the one for students  
3 since you cancelled the 21 bus, which was very popular.  
4 Please make it go to Century City for the first phase for  
5 exactly the reason that Mayor Alexander said.

6 That's it. Thank you.

7 MS. LITVAK: Thank you.

8 Okay. Kristine's going to hand you the -- you can

9 stay sitting down if you would prefer. There you go. And  
10 while Mr. Guth is getting ready to talk, there's -- oh,  
11 okay. Is there anybody who hasn't spoken who wants to? Let  
12 us know.

13 Mr. Guth, go ahead, and then Jayson Warsuma will  
14 speak again.

15 MR. GUTH: Okay. There's unlimited funds available.  
16 I'll teach anybody how to do the red light/green light  
17 system on the stock market. For the next seven years, we  
18 can drive down the stocks, the good stocks down and make  
19 tons of money, and we can fund all these projects and have  
20 them all going at the same time with 100,000 people working  
21 24 hours a day or one million people, that's the way we  
22 should complete all these projects.

23 We can build a house -- we can tear down a house  
24 and build it in seven days in programs on television, "Move  
25 that bus," we can do the same thing for our public

1 transportation system.

2 MS. LITVAK: Thank you.

3 Jayson, come on. Jayson, I think you're going to  
4 be the grand finale, so make it good.

5 MR. WARSUMA: Okay. All right. Okay. I mean, a lot of  
6 people these days, I mean, there's -- I know a lot of people  
7 that take the bus, and they need -- they don't have cars,  
8 and there's just, you know, it's sad, you know. It's very  
9 sad that they don't have cars and they just take the bus. I  
10 mean, if it's sad for them, I don't know if it is or not.

11 But, anyway, I mean -- the subway -- I mean, the  
12 New York subway is just, you know, it got away with it, and  
13 L.A. -- I mean MTA needs to, you know, how should I say  
14 this? I mean, it needs to step up its game and stuff.

15 If MTA New York subway can do it, we can do it.  
16 You have to believe it. You have to believe it. You have  
17 to believe it and make it happen. You got to -- MTA has to  
18 make it happen, and it's just, you know, has to make it  
19 really happen.

20 Thank you.

21 MS. LITVAK: Thank you very much.

22 Okay. Anybody else who wants to speak on the  
23 record tonight? All right. Before you go, if you have

24 written comments to turn in tonight, please fill this out,  
25 turn it in, take this with you. You can mail it in.

26

1 If you have any additional comments, please get  
2 them in before May 7th, and we've got three more meetings  
3 next week, so tell your friends and thank you all so much  
4 for coming.

5 (Meeting concluded at 7:41 p.m.)

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**Appendix Q**

**Public Scoping Meeting – April 20, 2009**





21

22 Reported by:

23 SHANNON MCKEIGHAN  
24 CSR No. 13397

24

25 Job No:  
B1571NCO

1

PUBLIC MEETING

2

METROPOLITAN TRANSPORTATION AUTHORITY

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JODY LITVAK AND DAVID MIEGER, CO-CHAIR

4

5 Public hearing in the Matter of: )

)

6 Westside Subway Extension )

Draft EIS/EIR - Scoping Meeting )

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TRANSCRIPT OF PROCEEDINGS, taken at  
10822 Wilshire Boulevard, Los Angeles,  
California commencing at 6:30 p.m.,  
on Monday, April 20, 2009, heard before  
the METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM,  
reported by SHANNON MCKEIGHAN, CSR No. 13397,  
a Certified Shorthand Reporter in and  
for the State of California.

1 APPEARANCES:

2

3 METRO PANEL JODI LITVAK

MEMBERS:

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FACILITATOR: KRISTINE GRILLO  
THE ROBERT GROUP

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1		I N D E X
2	SPEAKERS:	PAGE
3	CHARLES J. FORSHER	5
4	JOHN WALSH	7
5	BOB HALE	8
6	NATE ZABLEN	10
7	STEVE KAUFMAN	11
8	MARLINA MORRIS	11
9	SARAH HAYS	12
10	DENNY ZANE	13
11	SPENCER KASSIMIR	15
12	JAYSON WARSUMA	16
13	ROGER CHRISTENSEN	17
14	PHIL BROWN	19
15	SHEANNETTE VIRTUE	20
16		
17		



10 it's your turn.

11           Please start off by stating your name clearly and  
12 then you can begin speaking. And then there was something  
13 else I was going to say that seemed very important, but I  
14 forgot. Why don't you go up to the microphone right over  
15 there and we will go from here. Okay.

16           CHARLES J. FORSHER: Okay. Good evening. I'm  
17 Charles Forsher. I've been living on the Westside for --  
18 since I was ten years old when my parents moved out here,  
19 and I've seen a lot of change. I'm very much interested in  
20 all of this.

21           Two things that struck me during the presentation  
22 this evening. One was the alternative route between going  
23 down La Cienega or San Vicente. Having lived in West  
24 Hollywood for a number of years and walking around that  
25 area quite a bit, it occurred to me that the preferred

1 route should be San Vicente because it goes by the Beverly  
2 Center, it goes by the West Hollywood Library and the  
3 Pacific Industrial Design Center.

4 So it's a much busier place, commercially. That's  
5 why I think it should be the route for that extension. In  
6 Westwood, having lived here more than in West Hollywood, my  
7 suggestion would be for the station to be at Westwood and  
8 Le Conte.

9 The reason is, there is a tremendous amount of  
10 space at Westwood and Le Conte. There's wide swathe of  
11 land on the U.C.L.A. property. Both east of Westwood  
12 Boulevard and west of Westwood Boulevard, which is perfect  
13 for construction, for putting in escalators, elevators,  
14 re-routing traffic, you name it.

15 And just a little bit to the west of the south side  
16 of the street is a huge parking lot, which would be the  
17 beginning of the parking needed for either a terminus or a  
18 major station.

19 With some luck, you can buy the one or two  
20 buildings adjacent to that, knock it down, replace them  
21 eventually as a parking lot. And that's it.

22 JODY LITVAK: Thank you very much. John Walsh  
23 followed by Bob Hale and Nate Zablen. Oh, that reminded me

24 what I wanted to say. Hang on a second, John. The reason  
25 I want you to state your name is I may say it wrong, and if

7

1 I do, I apologize. Okay.

2 JOHN WALSH: John Walsh. I was on the subway this  
3 morning. I'm on the subway every day. Who was on the  
4 subway at 6:30 this morning? I smelled the hydrogen  
5 sulfide. I saw the walls falling apart. I see the rebar  
6 crumbling in. The whole damn thing is falling apart.

7 What are they going to do, build some more, build some  
8 more. Subway from hell. You want to have a tour? Come  
9 with me on a tour. Every Saturday night you call me at  
10 (323) 469-4178. Don't listen to these people.

11 Come out and take a look at Hollywood and  
12 Highland. Take a look at the Rainbow Crips selling  
13 narcotics at Hollywood and Highland. Take a look at the  
14 look-alikes being beaten up and shaken down by the Rainbow  
15 Crips on Hollywood and Highland.



16                   One block. One block to Vine Street. Hey, the  
17 Expo Line, it is 30 weeks behind schedule and tens of  
18 millions of dollars over budget. The only reason you don't  
19 hear about this is the Times has real estate interest  
20 downtown, the same thing that these routes will increase  
21 the value of the property.

22                   Come on. Take a ride. Smell the hydrogen  
23 sulfide. Call me, (323) 469-4178. I'm the subway -- I'm  
24 free. The subway is going to go to Century City. Which  
25 she and these people talked about, which never got built

8

1 because the subway collapsed.

2                   Hey, you can't hear the subway. No, you can feel  
3 the subways as the Hollywood Walk of Fame continues to  
4 collapse. Come out. Don't listen to them. Come out with  
5 me, (323) 469-4178.

6                   And I want to talk to you homeowners. I've lived

7 here -- 1966 at Hedrick Hall. I've been here -- who else  
8 was here since 1966? I was here in 1966 when you could  
9 shoot a cannon off it was so quiet. Remember those days?  
10 I was at U.C.L.A.

11 I'm going to tell you right now, the subway is  
12 falling apart. The ridership 140,000 boardings. That's  
13 boardings, not people in the year 2009. What did they  
14 predict in 1990, a hundred --

15 JODY LITVAK: John, time is up. Thank you. Thank  
16 you. Thank you very much. John, time is up. Thank you.  
17 Bob Hale, followed by Nate Zablen and Steven Kaufman.

18 BOB HALE: I'm Bob Hale. I wanted to address a  
19 couple of questions. First off, unlike the previous  
20 speaker, I'm extremely supportive of having the subway come  
21 to the Westside and to the sea.

22 The more network that we can create, the better.  
23 So I'd be in favor of Alternative 11 also being built at  
24 the same time. Somehow with political leadership,  
25 hopefully we can get money to do the larger subway.

1           I think David mentioned earlier, the more subway,  
2 the more trains we create, the more usable it is. The more  
3 usable it is, the more people that actually use it. It's  
4 at the point where we actually have a density of transit.  
5 People will find it normal, and it will be very convenient.

6           In terms of alternatives, I'd like to suggest that  
7 Century City is really the feasibility question of, would  
8 it be great to have it at constellation? I believe,  
9 technically it's not going to be feasible to get underneath  
10 the 2000 Avenue of Stars Garage.

11           I also think there is a question there of potential  
12 parking and transit, multi-modal exchange, which can happen  
13 more easily on Santa Monica Boulevard. In Westwood, I  
14 think keeping the station down more towards Wilshire and in  
15 the Village will benefit a much greater segment of the  
16 community, simply the U.C.L.A. ridership.

17           And I would also like to suggest that potentially  
18 if the extension went down Santa Monica Boulevard and up  
19 Westwood Boulevard, that there might be a consideration for  
20 the station at Santa Monica and Westwood. Likewise,  
21 joining the route at Wilshire and La Cienega seems like it

22 would be a much preferred thing than bypassing it and  
23 getting across the 405.

24 JODY LITVAK: Thank you. Nate Zablen, followed by  
25 Steven Kaufman and then I think this says Marlina Morris.

10

1

2 NATE ZABLEN: I'm Nate Zablen. I'm a director of  
3 the Southern California Transit Advocates. We support  
4 Alternative 11, which is the subway extending all the way  
5 past the 405 with the connection to West Hollywood, and we  
6 think that would be the most optimal route for the subway.

7 We feel that the West Hollywood connection should  
8 connect at La Cienega so that station should be built to  
9 accept the trains coming in from West Hollywood to optimize  
10 ridership.

11 Now, we also feel that there is a problem with  
12 funding. I think Measure R only funds a small portion,

13 maybe 40 percent, of the subway. Definitely if you are in  
14 favor of this subway or whatever Alternative you favor, you  
15 have to lobby congress.

16           And Southern California Transit Advocates has a  
17 wonderful brochure on how to lobby your elected officials.  
18 I think one of the reasons why the segments stopped at  
19 Western and Wilshire is because Congressman Waxman opposed  
20 the extension facilities. They are a little more open-minded  
21 now.

22           It's very important not to assume that all  
23 legislators are going to support the extension of the  
24 subway. So you have to let them know either by writing or  
25 by calling their offices because you won't get funded

11

1 unless they know how you feel, and that's very important.

2           And as far as the west portion of the subway, we  
3 think there should be -- at the same time the subway is  
4 completed past the 405, there should also be a Light Rail

5 Line to the Valley.

6           The 405 is really just a parking lot. The bus is  
7 fine but sometimes it takes a lot of time. Sometimes 45  
8 minutes, sometimes an hour. The traffic in Westwood, even  
9 with all these wonderful buses, the traffic is terrible.

10           It's nothing but gridlock. So I think that if  
11 you're interested, we have these wonderful brochures I can  
12 hand out to you about who to contact as far as your  
13 legislatures are concerned, it's very important. And  
14 Southern California Transit Advocate continues to take the  
15 lead in lobbying for better transit in Southern California.  
16 Thank you very much.

17           JODY LITVAK: Thank you so much. Steven Kaufman?

18           STEVE KAUFMAN: I think my comments are probably  
19 premature. So I'll let Marlina go.

20           JODY LITVAK: And it's Marlina or Marlina?  
21 Marlina Morris and followed by Sarah Hays and then  
22 Denny Zane.

23           MARLINA MORRIS: I'm Marlina Morris and I live on  
24 the Wilshire corridor so I am concerned about Beverly Hills  
25 to Westwood. And we on the corridor -- most of us do not

1 want the subway down Wilshire.

2 I'm here with several homeowners who live south  
3 of us in the homes where you're talking about bisecting or  
4 transversing one of the routes. And they feel that the  
5 route should be straight down Santa Monica Boulevard to  
6 Westwood Boulevard and up into the Village.

7 We're all very concerned about the water table  
8 underneath this area, methane and fault lines. And we  
9 don't believe that the route to Century City should go into  
10 Westwood and maybe move it over to Gaily where there isn't  
11 as much congestion and there's a possibility of parking.

12 And that would work better because Wilshire and  
13 Westwood is just a madhouse all day long. You can't get on  
14 the buses because the people are crowded to get on the  
15 buses. You can't walk on the sidewalk. And this is just  
16 going to make it worse. Thank you.

17 JODY LITVAK: Thank you. Sarah Hays, followed by  
18 Denny Zane and then Spencer Kassimir.





11 Santa Monica --

12 DENNY ZANE: Denny Zane --

13 JODY LITVAK: Hang on. One second. Followed by  
14 Spencer Kassimir and then Jayson Warsuma.

15 DENNY ZANE: We really should be celebrating,  
16 shouldn't we? This should be much more of an atmosphere of  
17 celebration, success. The last time we met, we didn't  
18 know. This time, we know.

19 This is a happening project. Thanks to Measure R.  
20 Thanks to all of your hard work. Thanks to the voters of  
21 Los Angeles County. It's just amazing. I would like to  
22 suggest that in your studies at the MOS not simply to  
23 Fairfax but if you follow this all the way to Century City.

24 I believe that kind of project is going to have a  
25 higher ridership. People will make it more competitive for

14

1 federal dollars. And I think that makes it possible to

2 provide a more expedited review and design process and  
3 completion schedule.

4 I also think there needs to be attention paid to  
5 the area immediately around the 405. There is not much  
6 attention paid now. The observation statement is correct.  
7 If your last station is in Westwood and people west of the  
8 405 will have minimal impulse to come use the subway, I  
9 think will be a tragedy.

10 But it also means we'll be as close to the 405 as  
11 possible. We do hope to create a plan for a link over the  
12 Sepulveda Pass. We need to be anticipating that plan and  
13 creating an opportunity for that -- for whatever that is to  
14 link to this subway.

15 That would be, I think, a fantastic addition to  
16 our system. I would like the EIR to pay close attention to  
17 the greenhouse gas emission. It is my belief that zero  
18 emission technology for electric transit here, will prove  
19 to be really a superior -- outside bicycles, to reduce  
20 greenhouse gas emissions.

21 And pay close attention to the soon to be released  
22 Legislation for the National Infrastructure, which might  
23 give us an opportunity to front-load or measure our money  
24 for projects like this.

1 While Spencer is coming up, I just want to be a little  
2 self-indulgent for a moment.

3 We would not be here tonight if it was not for  
4 Ellen Boss, Mike Furor and Denny Zane. If Measure R had  
5 not passed our Board would have very likely accepted the  
6 alternatives analysis and said thank you very much and not  
7 allowed us to go on to the EIR presentation. Thank you.

8 Mr. Kassimir, come on up followed by  
9 Jayson Warsuma and then by Roger Christensen. After Roger,  
10 I've got a couple more cards, but we will take more.

11 SPENCER KASSIMIR: First I want to say, I'm in  
12 support of Alternative 11. Mainly because it provides more  
13 opportunities. As an SC grad, and a former New Yorker we  
14 know that the ability to connect things is the best way to  
15 improve ridership.

16 With that said, I'd like to say that the Crenshaw

17 Station seems to be unnecessary if it's only going to be  
18 bus usage. There is a higher density down La Brea,  
19 Wilshire in any case, and that would just add another stop.

20 West Hollywood, definitely, in terms of La  
21 Cienega, it seems that connects the route. However, I'm  
22 more in favor of having ride in between so that there is a  
23 connection, but there's also the opportunity to go to more  
24 places that are on the line than San Vicente.

25 In terms of Century City. I used to work there.

16

1 If you can direct it to go straight into the heart of it,  
2 if it's a possibility. Westwood, U.C.L.A. seems to be the  
3 preferred choice, as of now, and with that said, I would  
4 like to say that at the end of the line, if we are going to  
5 have Expo go all the way, there should be an actual  
6 connection there. It seems like just a few blocks. We  
7 don't know if that's a possible, but it seems worth

8 while.

9 JODY LITVAK: Thank you. Okay. Jayson Warsuma,  
10 followed by Roger Christensen, followed by Phil Brown.

11 JAYSON WARSUMA: Hi. Hello everybody. How's it  
12 going? Hello, how's it going everybody? Okay. I love the  
13 idea of the line going to Santa Monica Beach.

14 I wish that the subway was built in 1800. If the  
15 subway was built in 1800, then now there would be subways  
16 all over L.A. County and then transportation would be  
17 perfect in L.A.

18 I have a map that I made last year. I've been  
19 here before. Okay. All right. I'm going to use Jody as  
20 an example. Let's say that Jody lives Malibu; right? And  
21 she's, you know, she's like -- well, how should I say this?  
22 She doesn't want to drive to work to Union Station, and  
23 because it's too much money for gas.

24 So she catches the Orange Line to Malibu and she  
25 catches it at 6:00 a.m. and has to go to work at 8:00 a.m.

1           She takes the Orange Line. Right, right, and then  
2 boom, Union Station. She gets off at Union Station. I  
3 mean, if this was really, really -- if this happened all  
4 over -- if this was really real, the subway system, then  
5 everything would be great and people won't be stressed.

6           And, you know, people -- some people are stressed  
7 when they have traffic, you know, and it's tough, you know,  
8 on the Wilshire Boulevard. I think what Jody was saying --  
9 she was saying that she wants to help people, and she cares  
10 about people and I really like -- I really agree with her.

11           I mean, she has a great attitude, she's friendly  
12 and funny, and she's really sweet, and so I like this idea.  
13 And I was going to make a map, but I messed it up. So I  
14 have this. It was last year. So thank you everybody and  
15 thank you.

16           JODY LITVAK: Thank you, Jayson. I think I'm  
17 flattered. Roger Christensen, Phil Brown and then  
18 Sheannette Virtue. Sheannette is the last card I have, but  
19 we will take more. So team, gather them up. Hit it,  
20 Roger.

21           ROGER CHRISTENSEN: Okay. My name is Roger. I am  
22 the chairman of Metro System Advisory Council. I'm

23 speaking for myself. I support option 11 in transit. More  
24 is more, not less is more.

25 And I do not support the Crenshaw Station. I

18

1 think it needs to be a matter of speed. There is -- I  
2 don't think there is enough ridership at Crenshaw. It  
3 isn't wanted, it's a bus only thing. The Crenshaw project  
4 it crucial to L.A. County.

5 It needs to connect at La Brea so maybe some day  
6 it can go on to Hollywood Boulevard or something. It  
7 cannot be stated enough, first of all, what a miracle this  
8 meeting is because of Proposition R.

9 And thank you Mike Zane -- or Denny Zane and all  
10 of you; Mike Furors (sic) and Denny Zane, that are part of  
11 the movement. But you know, the other thing that  
12 David Mieger said was about East L.A. project.

13 There's been so much bad press, you know, the

14 subway was like Fatty Arbuckle in the 20's. It was just  
15 crucified. And there were a lot, a lot of problems. But  
16 listen, that two mile segment with those two stations is  
17 going to open in a month.

18           There was zero accidents and there was zero  
19 subsidence. That was the big problem all through the  
20 Valley because the machines are now a different technology.  
21 There is zero subsidence. Everything was sinking in the  
22 Valley on Hollywood Boulevard. And that has been solved.  
23 That is huge in terms of moving forward.

24           Don't forget it should go to the Valley. It's in  
25 the Measure R. I support going beyond that segment, going

19

1 beyond Westwood. You know, we had the same issue in the  
2 Valley. Should it stop at North Hollywood or Universal?  
3 Everyone said North Hollywood was nowhere, but it provides  
4 a huge buffer and also -- thank you.

5           JODY LITVAK: Thank you, Roger. Fatty Arbuckle,



6 you're showing your age. Half of the people in the room  
7 don't know what you're talking about. I'm in the other  
8 half. Phil Brown and Sheannette Virtue. I hope I'm saying  
9 your name right. Do we have any other cards after that?  
10 I'll keep asking. Phil, go right head.

11 PHIL BROWN: I'm Phil Brown. I see these  
12 presentations, they're so very nice, I forget that there's  
13 so many problems.

14 And basically, the problem of congestion is not  
15 solved for. The Expo Line, the subway, and a 30,000 person  
16 trip count of the TSN System back here for buses, does not  
17 even cover a quarter of the projected travel-to-man  
18 increase through the basin here on the east/west count.

19 With all this expenditure, you still have  
20 congestion. And it's really bad because it not only  
21 congests the existing residential communities, it creates  
22 a huge bottleneck in Beverly Hills. That is just constant  
23 and insolvable.

24 The real expenditure should be going to one-way  
25 pairs with bus rapid transit on it. That should go around

1 the established residential areas in the basin here, and  
2 that way you really can solve congestion.

3 The cost of three miles of subway, will pay for  
4 30 miles of one-way pair operations. And the subway should  
5 really follow those corridors, not enter into the center of  
6 these established residential areas. You can still get the  
7 commuters from, you know, the subways to the work centers  
8 by using the Santa Monica Boulevard Corridor with the  
9 subway. Forget Wilshire corridor, use the --

10 JODY LITVAK: Thank you. Thank you very much.  
11 Sheannette Virtue, come on up. You guys, anymore for me,  
12 I'm looking at the team in the back. Wave your hand, wave  
13 your cards around. You may be the closing number go ahead.

14 SHEANNETTE VIRTUE: I'm Sheannette Virtue. I  
15 actually work in Santa Monica. Actually, by the beach, and  
16 I just want to make sure that there's a voice for people  
17 that actually travel really far away, and work all the way  
18 down to Santa Monica.

19 Sometimes it takes an hour and a half to get on

20 the Metro. We had a bus from Santa Monica to Downtown L.A.  
21 or to Wilshire -- Western, I mean, that is totally  
22 ridiculous. I'm definitely a proponent of having trains.  
23 I lived in New York. It works. It's not perfect, but at  
24 least you can get around without being stressed all day  
25 long.

21

1           There're accidents on the freeway all day long. I  
2 actually live in Riverside now. I used to live on Overland  
3 it would take me 45 minutes from Rand to get to Overland.  
4 So I think I felt worse knowing I could get there in five  
5 minutes versus 45 minutes.

6           Sometimes it takes me two hours to get from  
7 Riverside to Santa Monica, but I think that if we had a  
8 better public transportation system to benefit everyone, we  
9 would live a little bit longer and not spend so many hours  
10 in traffic to get to Santa Monica, to Downtown.

11           And I really applaud you guys for having these

12 meetings. We're all participating in the process. Most  
13 countries don't allow you to do that. So I definitely can  
14 congratulate you on allowing us to participate in the  
15 process.

16 JODY LITVAK: Thank you. Is there anyone else who  
17 wants to turn in a card and make some comments tonight? I  
18 want to remind you, first of all, thank you all for coming  
19 and sitting here in the heat.

20 I want to remind you of the many ways to comment.  
21 If you didn't speak tonight, you can still turn them in,  
22 send them to us. We need to hear from you by May 7th. In  
23 terms of questions you asked, that's what the report is for,  
24 to answer those questions, but we will hang around and talk  
25 to you all.

22

1 Thank you all very much for coming. Two more  
2 meetings this week. We hope we will see you.

3

(Hearing concluded at 8:00 p.m.)

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**Appendix R**

**Public Scoping Meeting – April 22, 2009**



21

22 Reported by:

23 SHANNON MCKEIGHAN  
24 CSR No. 13397

24

25 Job No:  
B1590NCO

1

PUBLIC MEETING

2

METROPOLITAN TRANSPORTATION AUTHORITY

3

JODY LITVAK AND DAVID MIEGER, CO-CHAIR

4

5 Public Hearing in the Matter of: )

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6 WESTSIDE SUBWAY EXTENSION )

DRAFT EIS/EIR - SCOPING MEETING )

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TRANSCRIPT OF PROCEEDINGS, taken at  
4350 Wilshire Boulevard, Los Angeles,  
California, commencing at 5:00 p.m.,  
on Wednesday, April 22, 2009, heard before  
the METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM,  
reported by SHANNON MCKEIGHAN, CSR No. 13397,  
a Certified Shorthand Reporter in and  
for the State of California.

1 APPEARANCES:  
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3 METRO PANEL JODY LITVAK  
MEMBERS:

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5 FACILITATOR: KRISTINE GRILLO  
THE ROBERT GROUP

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	I N D E X	
	SPEAKERS:	PAGE
1		
2		
3	STACY LAMBRERR	6
4	IKE CHANG	6
5	JAYSON WARSUMA	7
6	ALEX SCHAFFER	9
7	DAMON HEIN	10
8	NATE ZABLEN	11
9	DAVID DONLEY	13
10	MIKE GENEWICK	14
11	CHARLES STEWART	15
12	OWEN SMITH	17
13	MARY PICKHARDT	18
14	ERIC KRAMER	19
15		
16		
17		

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1 Los Angeles, California, Wednesday, April 22, 2009

2 5:00 p.m.

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5 JODY LITVAK: We're going to open it up to  
6 public comment. Before I do, I want to thank our elected  
7 officials for coming up, and none of them are actually  
8 here, but they sent representatives, that's almost

9 as good.

10 So thank you all for coming very much. We  
11 appreciate your interest. What to do if you want to  
12 speak tonight? Do I need to say it again? I'm going to  
13 call up the speakers in the order I received the card.  
14 You can come up to the microphone here, and watch this,  
15 please try and get really close to the microphone.

16 Don't go hold it up to your mouth, turn your  
17 head. Start off by stating your name. If I mispronounce  
18 your name, I apologize, but that's why I'm asking you to  
19 state it.

20 This lovely lady will record your comments. So  
21 please speak clearly. We are going to give everybody two  
22 minutes to speak. If you need translation in Korean, we  
23 double that four minutes so you can speak in the language  
24 you're comfortable in as well as the translation so we all  
25 can hear it.

1           So our first speaker is Stacy Lamberr, I  
2 believe, followed by Ike Chang and then Jayson Warsuma.  
3 So come up to the microphone and -- close, close, closer.  
4 If you wish, it's up to you. You're fine. This will  
5 count down your two minutes.

6           STACY LAMBRERR: My name is Stacy Lamberr.  
7 I'm a homeowner in the area. I'm just here to voice my  
8 support for the subway and my feeling is the Wilshire  
9 Corridor is better and that Westwood is a great stop.

10           Also the Santa Monica, West Hollywood combined  
11 scenario is great to, but I think it's important to get  
12 west. I more want to deal with traffic and the  
13 population growth and it's just going to get unbearably  
14 worse.

15           So I think mass transit system that runs on  
16 schedule, just as buses do, it's a great way to unite the  
17 city. Two thumbs up.

18           JODY LITVAK: Thank you very much. Ike Chang.  
19 Mr. Chang and the translator, we're going to give them  
20 two minutes. Ike Chang followed by Jayson Warsuma and  
21 then Alex Schaffer. Okay.

22           IKE CHANG: My name is Ike. I attended last  
23 Monday. This is my second time. Because there was a

24 interpreter, I was able to understand much more today.

25           So I'm going to repeat what I said last Monday.

7

1 I understand that the subway, needing of the subway  
2 system was started 30 years ago and the government  
3 people, the politicians knew about it 30 years ago.

4           So I found out that, although it's late, that  
5 I'm starting to feel, use subways. So I was very glad to  
6 find that out. So through an interpreter, I was able to  
7 understand fully what's going to happen in the future.

8           So I know that a lot of people are working on  
9 this project. A lot of politicians are for this project.  
10 So I'm very glad, and I'm going to pray to God that this  
11 project actually happens.

12           I am 76 years old. I was retired 13 years ago.  
13 I'm going to hope that before I go to heaven, I'm going  
14 to actually take the subway down to Santa Monica. This

15 is what I said last time. I'm just repeating. Please  
16 hurry construction.

17 JODY LITVAK: Thank you very much, Mr. Chang.  
18 Thank you so much for coming back for a second night. We  
19 were very glad we were able to get your comments. Okay.  
20 Jayson Warsuma, Alex Schaffer, followed by Damon Hein.

21 JAYSON WARSUMA: Okay. Hello. My name is  
22 Jayson Warsuma, and I've been to these meetings before.  
23 Earthquakes, people worry about earthquakes because this  
24 is the subway. All over MTA, Metro Rail Subway System,  
25 and you know, people -- these days now they always

8

1 complain about traffic.

2 Someone is driving, like, come on. Hurry up.  
3 This and that, or I wish I can get to work real faster.  
4 Well, the mass transit, this is real. Means you can get  
5 to work real faster.

6 So actually, if someone lives in Claremont, and



7 they want to go to Santa Monica Beach, they have to stay  
8 on the Yellow Line, and this and that. It costs a lot of  
9 money to do all of this.

10 I mean, MTA doesn't have enough -- I feel sorry  
11 for MTA. I mean, MTA had like, let's say a hundred  
12 billion dollars, then this would get done, like, next year  
13 or maybe two years. And this is like, I mean, it's no  
14 New York Subway, but anyway I just copied something from  
15 the New York Subway, so --

16 And how should I say this. Okay. This is  
17 Disneyland, if I want to go to Malibu Beach, it will take  
18 you to Malibu Beach. Yes. And this saves you money and  
19 time, and it's a \$1.25. I didn't put, you know, the  
20 money sign or anything, but okay.

21 It's \$1.25 still. I made this last year  
22 actually. So I mean it's convenient. It's very  
23 convenient, and you don't have to be stressed. So if  
24 you're mad, be happy. Yes, thank you.

25 JODY LITVAK: Okay. Jayson. Alex Schaffer.

1 Okay. Thank you. Alex, follow by Damon Hein, and then  
2 Nate Zablén.

3           ALEX SCHAFFER: My name Alex Schaffer. I  
4 represent a group called Southern California Transit  
5 Advocate and we support Alternative 1 and we continue to  
6 support Alternative 11.

7           As it was made clear at the presentation,  
8 funding is a massive issue. We only have about two  
9 thirds of what's needed. What we need to finish  
10 Alternative 1, Measure R, you know, that comes in bit by  
11 bit over the course of three years.

12           So we want to get this done quickly, and to get  
13 it done at all, we need money, and people have money, our  
14 politicians.

15           So our group has prepared a pamphlet which  
16 contains information and I hope all of you take one.  
17 Standing toward the back, there, and let our  
18 representatives know that you are supportive of this  
19 project, and that you would like them to fight for it.

20           Because we are going to need to fight, as they

21 mentioned. There are plenty of other projects out in the  
22 rest of the country which are fighting for those same  
23 dollars.

24 And we are going to need representatives from  
25 Federal, State and Local level behind you if you are

10

1 going to get this thing built. So please, give support  
2 to the staff members and the representatives who come  
3 tonight, and we need you to be pushing continuously.  
4 Come to these meetings. Write letters. Let them know  
5 that you are pushing for this. Thank you.

6 JODY LITVAK: Thank you. Damon Hein, followed  
7 by Nate Zablen, and then David Donley.

8 DAMON HEIN: My name is Damon Hein. I'm a  
9 resident and a huge supporter of the subway. I have been  
10 since I first came to L.A. as a USC student in 1980. So  
11 I'm looking forward to this extension on Wilshire.

12 Also I'm a very big supporter of the Crenshaw

13 Station. I understand it's an option. I would like to  
14 speak more specifically to what I hope will be studied in  
15 terms of that station.

16 As I understand it, the issues related to the  
17 option are ridership planning and funding. As far as  
18 ridership is concerned, I hope the study looks at the --  
19 or addresses the idea of threshold to the minimum  
20 ridership.

21 I don't know if that is one of the  
22 considerations of whether or not a subway station is  
23 built. I'm assuming it is. And what is that threshold  
24 for minimum ridership?

25 I would also hope that the study looks at the

11

1 fact that Crenshaw and Wilshire and the impacts of  
2 traffic through Windsor Square and Mid-Wilshire. That's  
3 sort of an ongoing concern in the community.

4           Is there a true production by bringing a station  
5 at Wilshire and Crenshaw that eliminates trips through  
6 those neighborhoods and reduces the traffic in our  
7 neighborhoods as far as planning goes.

8           I think that there is an incredible opportunity  
9 to look at parking, specific plan, and address concerns:  
10 Scale, compatibility with the neighborhood and having the  
11 transit station.

12           I think those are capability. And also ask that  
13 there be some consideration given to president of other  
14 stations that go through more residential neighborhoods  
15 and picking up, you know, Chicago, Washington D.C.,  
16 Philadelphia, where there is certainly a tradition of  
17 mass transit that goes --

18           JODY LITVAK: Thank you very much. Nate Zablen,  
19 followed by David Donley and then Mike Genewick.

20           NATE ZABLEN: I'm Nate Zablen. I'm a member of  
21 the Southern California Transit Advocate. I'm speaking  
22 as an individual. I want to stress I support Alternative  
23 number 11.

24           I think that the Wilshire subway segment is  
25 important, and it should be completed to Fairfax as soon

1 as possible, but I think there's a good option to have  
2 the West Hollywood subway connected. I think for the  
3 riders, it would give those people plenty of options in  
4 the West Hollywood area.

5 I do favor a subway station at Crenshaw. I  
6 think it would pull people in this area, Hancock Park. I  
7 think it would alter the traffic. I think the station  
8 has to be built taking into consideration the people  
9 living in the neighborhood.

10 It's very important to get people here. The  
11 option alternatives to connect with the route growing to  
12 get commuters to get on the subway here at Crenshaw and  
13 go all the way Downtown, connect to Pasadena, go to East  
14 Los Angeles, connect to Westwood.

15 And we need to save a lot of stress. It's  
16 important when they are building this station here, that  
17 it kind of mitigates some of the problems with traffic  
18 and all the congestion here.

19                   But I think this would offer people an  
20 opportunity because otherwise, without it, a subway  
21 station here in Windsor Park or Hancock Park, people  
22 would have to go all the way to Western and La Brea.

23                   And we are in need of transit along Crenshaw.  
24 Light Rail line probably, or busway, and this could be a  
25 point to connect with where they could probably even go

13

1 to the airport or to Long Beach.

2                   And I think that should be taken into  
3 consideration. The diversions of transit is a little bit  
4 out of the way. So I hope that there could be a transit  
5 station here and on Crenshaw. I appreciate that. Thank  
6 you very much.

7                   JODY LITVAK: Thank you. Okay. David Donley,  
8 followed by Mike Genewick, and then Charles Stewart.

9                   DAVID DONLEY: Hello, my name is David Donley.

10 I'm the President of Wilshire Park Association. I'm  
11 speaking not for the Association, but as an individual.

12 One of our main points that we would like to  
13 point out, I'd like to reiterate what David said. Our  
14 feeling is that the station at Wilshire and Crenshaw  
15 would be a dead-end.

16 The purpose of the freeway is to facilitate  
17 movement, mass movement quickly. That would eliminate  
18 the movement, so don't go. If it's a monetary issue, if  
19 you don't have the money, if you don't need it, we don't  
20 want it, don't spend the money now.

21 Second, any and all stations we would -- I would  
22 very much like there to be an artistic endeavor to --  
23 that when I go to the station, I see something on the  
24 order of the station downtown, a mural upstairs. The  
25 Hollywood Station has a theme and I think they should

1 continue those themes and that artwork. Thank you.



2           JODY LITVAK: Thank you. So you'll come to our  
3 station to talk about that? Mike Genewick, followed by  
4 Charles Stewart, and then Owen Smith.

5           MIKE GENEWICK: My name is Mike Genewick. I'm  
6 President of the Windsor Square Association. Windsor  
7 Square is the residential community that extends from  
8 Van Ness to Mar Boulevard to Wilshire, north to Beverly.

9           And we are a historically preservation overlay.  
10 Eighty-nine percent of the single family residences in  
11 our area are historically significant. We are  
12 strenuously opposed to the Crenshaw Boulevard station.  
13 We think it would have a negative impact on the  
14 residential area that I live in.

15           Also, the area just south of Wilshire on that  
16 same area east and west, we're also considering an HPOZ  
17 designation on those same houses. So I think that  
18 Crenshaw Station would tend to put pressure on the  
19 Wilshire area to have higher density development.

20           Which would be in conflict with the single  
21 family historical residences north and south. Now, I'd  
22 like to talk personally.

23           Personally I'm opposed to the Wilshire subway  
24 and any subway system. So the L.A. area spending

25 \$500 million a mile to build a mass transit system that

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1 is a hundred year old technology, and subsidizing to  
2 increase ridership and users is completely ludicrous.

3 We should be spending our money on futuristic  
4 thinking, like, maybe developing a propulsion system on  
5 our interstates whereby a personal vehicle that would be  
6 designed specifically for this.

7 People would go to the on ramp, plug into the  
8 propulsion system. It would take you to your  
9 destination. You would get off of the freeway system or  
10 the propulsion system, and you would go to your other  
11 destination. To me, that makes much more sense.

12 JODY LITVAK: Thank you. Thank you very much.  
13 Okay. Charles Stewart, followed by Owen Smith, and then  
14 Mary Pickhardt. The last card I have right now is  
15 Mrs. Pickhardt, but it's not too late.

16           So raise your hand. Raise your card, and we  
17 will take care of you, and you'll have an opportunity to  
18 come up and speak.

19           CHARLES STEWART: Thank you. I'm Charles  
20 Stewart, Chief Deputy to Congresswoman Watson. As  
21 always, I invite you to step right across the street and  
22 visit Congresswoman Watson's office any time you like.

23           I particularly want to say today, to stress how  
24 impressed and good and excellent this process as been  
25 thus far. Particularly, what they gave me, Jody and I.

16

1           And also Counselman La Bonge, who will  
2 absolutely expresses his opinion when he gets to here.  
3 And he's been absolutely great in anticipating a lot of  
4 issues that Congresswoman Watson shares her concerns  
5 about.

6           While she is, as today, back in Washington.  
7 And in particular, I want to emphasize that whatever the

8 community's will is, whatever the needs are,  
9 Congresswoman Watson will be fighting back in Washington  
10 D.C. to procure the funding for what the community wants.

11 We anticipate about \$4 billion will be  
12 going to be coming locally. We know that over and above  
13 that, it's going to have to be federal dollars.

14 And although the Congresswoman is not in a place  
15 to take a position on whether we should do a West  
16 Hollywood extension, although she does, in fact, represent  
17 parts of West Hollywood, if, in fact, that should be the  
18 will of the people, it would be great.

19 It's forward thinking, and she'll fight for  
20 those funds, and that's what's important. We regard the  
21 Crenshaw and the station. Again, this is an issue we're  
22 going to have to come to agreement and some sort of terms  
23 on.

24 There are contradictory issues. We know what  
25 they are. Right now, it doesn't look as though it

1 will come up Crenshaw to Wilshire so it significantly  
2 reduces the demand at that point.

3           On the other hand, there is still a lot of  
4 movement up in this community, and that unusually long  
5 segment from Western to Fairfax. So we want to stress --

6           JODY LITVAK: Thank you. See, everybody gets  
7 two minutes, even if you're speaking for an elected official.  
8 Owen Smith, Mary Pickhardt, and then if you want to give  
9 me a card.

10           OWEN SMITH: My name is Owen Smith. I'm  
11 President of Riverside Home Owners Association and we're  
12 going to push for the subway down Wilshire, but we're  
13 adamantly apposed to a station at Crenshaw.

14           I think it dead-ends there. It makes a lot more  
15 sense to go to La Brea into Hollywood, and it just makes  
16 more sense, and it doesn't make a lot of sense to spend  
17 so much money for a station where there's such local  
18 usage. It's a low density area.

19           Everything around is going to be historical  
20 overlay, and so while I fight for myself, I can guarantee  
21 you I can get all of my people out voting against this

22 station. I'm going to be back in Washington on the 12th,  
23 and I expect to see Congresswoman Watson. I'm going to  
24 give her my views on this other station.

25 JODY LITVAK: Thank you very much. Okay.

18

1 Mary Pickhardt and then Eric Kramer.

2 MARY PICKHARDT: My name is Mary Pickhardt. I'm  
3 a resident of Windsor Square. I'm an architect devoted  
4 to the preservation involving history and preservation.

5 I'm a mixed supporter of the subway and a big  
6 supporter of the Crenshaw station. I think we need  
7 neighborhood stations to unite our community.

8 They bring the city together. They get us out  
9 of our cars. I have a big interest in and concern about  
10 the long term viability of our community if we're not  
11 connected to the rest of the city.

12 There are issues on the Park Mile now where  
13 buildings are not fully leased. We have Marlborough

14 students who can't really get here because it takes two  
15 hours to get here. Many, many issues tied to question of  
16 access without a car.

17 I think two miles to the city with no stop  
18 doesn't make any sense, but the most important thing is  
19 that, I think for a viable community of the future for  
20 our neighborhood will hinge on being connected the to  
21 rest of the city.

22 So please keep the Crenshaw station alive.  
23 Continue to study it, and we can bring a lot of people in  
24 who show support for it.

25 JODY LITVAK: Thank you very much. Eric Kramer.

19

1 And while Mr. Kramer is coming up, this is my last card.  
2 It's not too late if you want to speak. Raise your hand.  
3 We will get your card. We will take your card. Step on  
4 up to the microphone.

5           ERIC KRAMER: Thank you. It's good to see so  
6 many people out here. I also am an ardent supporter of  
7 Westside subways extension. I'm really glad to see it  
8 moving forward.

9           With regard to the Crenshaw stop, It's hard for  
10 me to have an opinion. Specifically, the expected cost  
11 of building a station. The additional travel time on the  
12 subway that it would take to get from say  
13 Western/Wilshire out to Santa Monica with that stop, and  
14 of course, the benefit -- if you had that stop, the  
15 benefits of the local community in terms of less traffic  
16 moving through.

17           So I would like to see maybe more information  
18 about that so I can form an opinion about whether to  
19 support or not to support the Crenshaw stop. Then I just  
20 had a question based on the presentation.

21           For the Westwood stop, does that mean Westwood  
22 plus one stop past the 405, or is that instead of? So it  
23 would be Westwood plus one. The reason I ask is that  
24 entire line of the Crenshaw stop doesn't have funding for  
25 that plus one stop, or does it work like that? I guess



1 some sort of information what's been brought up for me in  
2 this meeting, and I thank you all for this work.

3 JODY LITVAK: And because he asked earlier,  
4 that's the kind of information, those are the kind the  
5 questions that we will be answering during the study.

6 Is there somebody else that has a burning desire  
7 to speak tonight? Okay. Don't leave just yet. Okay.  
8 Again, first of all, thank you all for coming.

9 Please, if you have additional comments you can  
10 turn them in. You can mail them in. Our staff, we will  
11 stay here and we try to respond to your questions.

12 All right. We thank you for coming on my behalf,  
13 and thank you all for coming. Tomorrow night,  
14 6:00 o'clock. Santa Monica Public Library. Thank you  
15 all very much.

16 (Proceedings concluded at 7:00 p.m.)

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**Appendix S**

**Public Scoping Meeting – April 23, 2009**



21

22 Reported by:

23 SHANNON MCKEIGHAN  
24 CS No. 13397

24

25 Job No:  
B1616NCO

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PUBLIC MEETING

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METROPOLITAN TRANSPORTATION AUTHORITY

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JODY LITVAK AND DAVID MIEGER, CO-CHAIR

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5 Public hearing in the Matter of: )

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6 Westside Subway Extension )

Draft EIS/EIR - Scoping Meeting )

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TRANSCRIPT OF PROCEEDINGS, taken at  
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1 APPEARANCES:  
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3 METRO PANEL JODY LITVAK

MEMBERS:

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FACILITATOR: KRISTINE GRILLO  
THE ROBERT GROUP

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1	I N D E X	
2	SPEAKERS:	PAGE
3	KYMBERLEIGH RICHARDS	6
4	FRANK BETTGER	7
5	JERRY RUBIN	8
6	CRAIG THOMPSON	9
7	CARROLL DUVALL	10
8	JAMES SQUER	11
9	JOHN GAHBAUER	13
10	JASON WARSUMA	14
11	JUAN MATUTE	15
12	MICHAEL SPENELLI	16
13	NATE ZABLEN	17
14	JAMIE MCCORMICK	19
15	CHARLES FOLLUTTE	21
16	JIM RICHENS	22
17	JERARD WRIGHT	24



18	JEREMY SWIRSLEY	25
19	JAN HAWES	27
20	DAN GOSTLIN	27
21	MARILYN JUDSON	28
22	DARRELL CLARKE	29
23	LOUISA FISH	31
24	MICHAEL C. CLARK	32
25	SARAH LEJEUNE	33

1 Santa Monica, California, Thursday, April 23, 2009

2 6:30 p.m.

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5 JODY LITVAK: The way this is going to work, I'm  
6 going to want you to come up to this microphone. We can  
7 adjust it however. Please, I'm going to call three  
8 people at a time in order. So if your name is called,  
9 you know, if the second or third person can line up along

10 this wall here.

11           Everybody gets two minutes. We keep it very  
12 fair to everybody. Please try and get the microphone as  
13 close to your mouth as possible. See? Okay. Don't hold  
14 it down here. Don't put it up here and start talking and  
15 turning your head like this.

16           Okay. Because we want to hear you. Thank you  
17 very, very much. And this counter will count it down and  
18 she will take notes. So our first speaker is -- oh, and  
19 I will say, tell us your name, especially if I  
20 mispronounce it, really say it.

21           Everyone start off by saying your name, and if I  
22 mispronounce it, I apologize. And then you'll get your  
23 two minutes. Kymberleigh Richards, followed by Frank  
24 Bettger, and then Jerry Rubin.

25

1                   KYMBERLEIGH RICHARDS: My name is KyMBERleigh  
2 Richards. I am the Public and Legislative Affairs  
3 Director of the Southern California Transit Advocates.  
4 We support Alternative 11 as outlined in the staff report  
5 including the MOS sequencing one, two, three, four.

6                   As regards the stations design that will be  
7 necessary to accommodate Alternative 11, we believe that  
8 since the West Hollywood branch will have to be  
9 constructed at some point, that Wilshire/La Cienega  
10 station be designed to service both branches and be  
11 designed for that branch similar to the way  
12 Wilshire/Vermont station is designed today.

13                   We also believe because the Measure R project  
14 list includes a Light Rail Line through the Sepulveda Pass,  
15 although it's not part of this process, we want to be on  
16 record as indicating that at the point that we are  
17 approaching Westwood and possibly beyond the 405, that the  
18 process should be moving forward for the Sepulveda Pass  
19 Light Rail Line because we believe they need to open at  
20 roughly the same point in time in order for regional  
21 connectivity.

22                   As far as going beyond Westwood, having looked  
23 at this, it is our feeling that Wilshire/Bundy is

24 probably preferable to Wilshire/Barrington for a couple  
25 of reasons.

7

1           One, Barrington still sometimes gets caught in  
2 that traffic mess that you're trying to avoid. Bundy,  
3 being further west, would avoid that. Plus, there is  
4 connecting north/south service with Big Blue Bus Line 14  
5 on Bundy, which would be an additional plus.

6           Last thing is for the public itself. We  
7 believe it's never too soon for people to start lobbying  
8 their officials. Especially in Washington, to get the  
9 additional funding that David indicated would be needed.

10           And our organization has a brochure on how to go  
11 about that. I have two of my numbers in the audience,  
12 Nate Zablen and Jerard Wright, and they will be happy to  
13 give you a copy of this, if you'd like it. Thank you.

14           JODY LITVAK: Mr. Bettger, followed by  
15 Jerry Rubin, and then Craig Thompson. Go right ahead.

16 FRANK BETTGER: Okay. My name is Frank Lyle  
17 Bettger. I live 10577 and a half, Ashton Avenue,  
18 Los Angeles, 90024. And I support Alternative 11.

19 For the record, I have supported a subway as far  
20 west as Century City, as early as 1966 when I was the  
21 Public Information Officer for Citizens Transportation  
22 Committee. We need it, and I really appreciate to be  
23 a part of this scoping process. Thank you.

24 JODY LITVAK: Thank you very much. Mr. Rubin,  
25 followed by Craig F. Thompson, and then I think Carroll

8

1 Duvall, or something close to that.

2 JERRY RUBIN: Thank you very, very much. Jerry  
3 Rubin, Santa Monica resident with the Alliance for  
4 Survival and Santa Monica Tree Savers. It's very  
5 auspicious that this is being held the day after Earth  
6 Day and it's something that's long overdue.

7 I'm still excited that we're getting the Light  
8 Rail here, but we need to speed it up to get it all the  
9 way to Santa Monica. The future of our country and our  
10 planet are at stake now.

11 If we're not planning for the future now, it  
12 will be a terrible, terrible mistake. And I hope  
13 everyone in Santa Monica understands that, I'm sure they  
14 will. We need a subway down Wilshire Boulevard, it  
15 should have been done years ago.

16 I guess one question I'd like to know is, the  
17 next time you come back here, can you get those same  
18 cookies. They're pretty darn good.

19 But seriously, I'm not sure where the stops  
20 should be in Century City. I'd have to hear more pros  
21 and cons on Westwood, and same with whether it be  
22 Barrington or Bundy.

23 All I know, we need the subway to come down.  
24 I'm from Philadelphia. We have a subway there. It  
25 really, really helps. I've never had a car in my entire

1 life. The Blue Bus here is great.

2 The Light Rail is coming, but a subway is going  
3 to be needed as well. So thank you very, very much. I  
4 really appreciate it.

5 JODY LITVAK: Thank you so much. Mr. Thompson,  
6 followed by Carroll Duvall, and then after that,  
7 James Squer.

8 CRAIG THOMPSON: Okay. I'm Craig Thompson from  
9 the Citizens for Better Mobility, and personally, I  
10 support Alternative 1. Can we put it on the map, please?  
11 Okay. Great.

12 Alternative 1 not only looks like it would be a  
13 lower cost Alternative than 11. However, I do have my  
14 little beef with that project there, and that is that  
15 "bus only" corridor on Crenshaw from Wilshire down to  
16 Exposition Boulevard.

17 There should be a station at Crenshaw with a  
18 branch allowing for another line to be sent down Crenshaw  
19 Boulevard right here, to continue to go all way south,  
20 at least south as far as the Green Line.

21 Furthermore, taking this line out to the west

22 end. Right at this point here, should be curved to go  
23 down Lincoln Boulevard to eventually go elevated to LAX.  
24 That way, you would have service provided for the people  
25 coming from LAX so that you would not need that horrible,

10

1 horrible fly away bus. Which really takes hours, not  
2 the minutes they advertise.

3           Also, at a later date, if you wanted to install  
4 the corridor on Alternative 11, why not just go straight  
5 down Santa Monica so that we could go -- great,  
6 beautiful. So that we could go directly to U.C.L.A. and  
7 then install a Y so that you can send tracks going up  
8 into the Valley as well as down south. L.A. needs as  
9 many rail lines as possible.

10           JODY LITVAK: All right. Ms. Duvall, followed  
11 by James Squer, and then John Gahbauer.

12           CARROLL DUVALL: Good evening. I'm



13 Carroll Duvall. I would like to begin by saying no to  
14 the Wilshire extension under and around the area where  
15 the La Brea Tar Pits are.

16 This is an ecologically fragile area of L.A.  
17 Anything that is done underneath that is going to  
18 seriously compromise that, not for our current  
19 population, but our children and the many visitors who  
20 come here every year to see the treasures that are  
21 buried there.

22 Also, extending the subway in a seismically  
23 unstable land is not smart, wise or safe. I say instead  
24 of extending underground, and using technology that is at  
25 least 40 to 60 years behind the days, we need to look

11

1 forward to a monorail operating daily throughout  
2 Los Angeles.

3 We have proof of a daily operating monorail  
4 less than 100 miles from here at Disneyland. There are

5 monorails that have operated in Seattle. We have at  
6 least two monorails in Las Vegas, Nevada that operate  
7 on a daily basis.

8 We need to be innovative, futuristic leader, not  
9 a follow the leader dinosaurs like we're doing with what  
10 we're planning now. Thank you.

11 JODY LITVAK: Thank you very much. Okay. We're  
12 going to try something here. Okay. Are you Mr. Squer,  
13 followed by John Gahbauer and Jayson Warsuma. Go ahead.

14 JAMES SQUER: My name is James Squer. At the  
15 last set of discussions, last period, the last gentleman  
16 to come up to the mic, on the last day, stated that we  
17 don't need a stop at Crenshaw because there's no density  
18 there, it's all low density, and so on and so forth.

19 Well, it is northwest of that station. Yes, it  
20 is low density, and is high income, and so on and an so  
21 forth. If you go south of that station on Crenshaw  
22 Boulevard, Lorraine, Windsor, Plymouth, Lucerne, all  
23 of those streets are lined with apartment buildings and  
24 condos.

25 Some of the side streets are the same way.

1 If you go east of the station one block, you've got a  
2 historic apartment building that now has an addition  
3 added on. They closed down -- I forget the name of the  
4 restaurant. They closed down a restaurant that was there  
5 and they have built an additional apartment building  
6 along side. It's brand new apartments.

7           Across the street from that, there's a giant  
8 complex. There is a brand new elementary school down  
9 there that people have to get to and from it. If you go  
10 up to -- the vicinity of 3rd Street, just a little bit  
11 east of Ingram which is -- excuse me. Not Ingram. It's  
12 called Irving.

13           On Norton, there's some more apartment  
14 buildings. These are the only ones I've noticed in  
15 walking around, and I don't walk all the streets in  
16 the area. There are tons of apartment buildings there.

17           I went on Map Quest and tried, unsuccessfully,  
18 to printout an aerial photo and you can look at the

19 aerial photo on Map Quest of that area. You'll see  
20 there's just gobs and gobs of huge buildings in that  
21 area.

22 They're not private residences. There are  
23 apartment buildings, condos, giant office buildings with  
24 insurance companies all up and down Wilshire in that  
25 area. There are schools. There's probably about an

13

1 eight story building at the intersection of Crenshaw  
2 that you --

3 JODY LITVAK: Thank you very much. Times up.  
4 Okay. Come on up. We got a lot of people to get  
5 through. After John will be Jayson Warsuma and  
6 Juan Matute.

7 JOHN GAHBAUER: I'm John Gahbauer. I'm here  
8 to speak generally in support of the plan. I think it  
9 can't happen soon enough, but specifically with regard to  
10 the Westwood Alternative where the station placement

11 might be.

12 I hope it's remembered that U.C.L.A., the bulk of  
13 the population in the campus is not southern part of the  
14 campus, but rather in the northern one. So as close as  
15 the subway station can be to that major center of travel,  
16 the better.

17 And I would urge Metro to make that as far north  
18 as possible for that reason. I'd also like to second the  
19 previous speaker's comments about the north/south  
20 connection. Since the long term regional plan was  
21 mentioned, I'd just like to take the opportunity to urge  
22 Metro to consider the major north/south travel corridors  
23 in that plan.

24 I think as previous speakers have mentioned, but  
25 also the 405 itself shows, has a heck of a lot of travel

1 demand north and south. And unfortunately, we don't see

2 it here. Obviously, we have to start somewhere, and I  
3 think this is a great start, but let's continue and go  
4 north/south as well. Thank you.

5 JODY LITVAK: Jayson Warsuma, followed By Juan  
6 Matute, and Michael Spenelli.

7 JAYSON WARSUMA: Hello, everybody. My name is  
8 Jayson Warsuma. I live in West Hollywood and MTA is  
9 doing a great job. It's doing an excellent job, and  
10 they're going to go far, I know that.

11 David, Jody, Kristine and much, much more of  
12 people that work for MTA is doing excellent job and  
13 they're going to go far with that project. I believe  
14 that we can do it.

15 MTA can do it. Yes. MTA can do it. MTA can  
16 build a subway going to Santa Monica Beach. This map I  
17 made, I mean, it's so gorgeous and I want to give this  
18 map to MTA.

19 If MTA makes a deal, then our problems will be  
20 over. Because there's too many car accidents in the  
21 westside. Too many car accidents in other places. Like,  
22 let's say this.

23 I got a New York subway map. If New York subway  
24 can be on top, we can be on top. We got to believe. We

25 got to believe that we can build a subway. We can do it.

15

1 We can make people happy. Yes.

2 MTA got so much courage and confidence that they  
3 can build a subway. Yes. It's the ultimate. They can  
4 make it ultimate. They can give the people what they  
5 need. Yes.

6 I mean, this is so totally great because see  
7 MTA -- I would like to thank the MTA, the people and I  
8 love these meetings. They're so great, and I'm glad  
9 everybody is going to these meetings. Thank you.

10 JODY LITVAK: Juan Matute, followed by Michael  
11 Spennelli, and then Nate Zablen.

12 JUAN MATUTE: Hello, my name is Juan Matute.  
13 I'm a U.C.L.A. graduate student and a member of the  
14 Bruins for Traffic Relief. I have a few general comments  
15 on the project, and that's I believe that a lot of the  
16 environmental impacts will be temporary and can be easily

17 mitigated.

18           Also, Metro should follow the best science in  
19 studying these impacts. Also, I think that Metro should  
20 look when doing the scoping and considering retail in  
21 some the stations. And I have some specific comments on  
22 the stations, the Westwood station.

23           I agree with Mr. Gahbauer that the station  
24 should attempt to be as far north as possible. If it  
25 ends up having to be at Wilshire because of technical

16

1 constraints, I think that the stairs should be on the  
2 north side of Wilshire to try to get people up towards  
3 U.C.L.A. as quickly as possible.

4           I also think that Metro should look at pushing  
5 L.A.D.O.T. to consider a bus-only lane linking U.C.L.A.  
6 and the Expo line that would go through this line and  
7 help shuttle people to U.C.L.A. as it is, one of the



8 biggest trip attractors on the westside.

9           And I support the station, the terminus on the  
10 westside of the 405 freeway at either Bundy or Barrington  
11 because a number of U.C.L.A. students live on that side,  
12 and it's difficult for them to get to U.C.L.A. all hours  
13 of the day. Thank you.

14           JODY LITVAK: Thank you. Michael Spenelli,  
15 followed by Nate Zablen, and then Jamie McCormick.

16           MIKE SPENELLI: Hello, I'm Mike Spenelli. I  
17 live on Second and Pico in Santa Monica. And I support  
18 number 11 so we can go connect up, go through the Valley  
19 and go down Wilshire.

20           And I guess my main point would be just to --  
21 while doing this line, to also look into the future and  
22 if there should be, you know, a stop at the 405 to  
23 connect with the Light Rail or whatever would be going to  
24 for north/south. No one ever thinks of north/south and  
25 transportation in Los Angeles.

1           And then also, as mentioned earlier, I do think  
2 at the end of the line, it just shouldn't end at Santa  
3 Monica, it should curve down and the terminus for now,  
4 should be at Fourth and Colorado right underneath where  
5 the Light Rail is going to be. So people can take the  
6 Light Rail a couple stops, or a few stops, have them  
7 connect.

8           And that should be thought up now. People are  
9 lazy. They're not going to walk from Wilshire down to  
10 Colorado or Broadway. And then that way, you can run it  
11 down, as a subway, down to LAX.

12           I know it's not part of the 39 miles of the area  
13 there, but I guess it said it's a 1000 feet, so it could  
14 be curved at that point and that would be the terminus  
15 for now. And then you could go stop in Venice, and  
16 Marina, down LAX and go the South Bay.

17           So people can go to those beaches, too. I think  
18 Santa Monica Beach is going to be pretty crowded in the  
19 next 30 years.

20           JODY LITVAK: Thank you very much. Nate Zablen  
21 and Jamie McCormick and Charles Follutte.

22           NATE ZABLEN: I'm Nate Zablen, and I'm a member

23 of Southern California Transit Advocates, and I'm  
24 speaking for myself. I Support Alternative 11, and I  
25 also favor the extension of the Wilshire subway.

18

1 I think we should try to finish the first  
2 segment as soon as possible, and eventually build it to  
3 west of the 405. I think it serves a lot of people  
4 there, a lot of employees, a lot of veterans. And then  
5 go on.

6 As far as Santa Monica is concerned, I think the  
7 people of Santa Monica should have a voice whether they  
8 want another subway station in Santa Monica. They're  
9 going to have one from the Expo Line. I think we will  
10 respect that.

11 I think it's very important for them to voice  
12 their opinions to their elected representatives. For  
13 everybody in the county, I think it's all very important

14 because that's how the project will go forward.

15 I think the last subway project was suppose to  
16 be completed about 1990, 1995, but there was a great deal  
17 of opposition on the westside. Some of the congress  
18 people did not support it.

19 I think it's extremely important you contact  
20 your representatives, especially in the federal  
21 legislature like, Congressman Waxman. I think Diane  
22 Watson is very supportive. I'm not sure about  
23 Congressman Waxman.

24 I'm sure there's a lot of opposition, and they  
25 probably have a lot of support. They're certainly going

19

1 to voice their opinions. So I think it's important you  
2 get a hold of them, you tell them that you're anxious for  
3 the subway, or even if you prefer other routes, or  
4 something like that.

5 Because I think people will start talking bus

6 lanes. Bus lanes are okay. I didn't think they could  
7 carry the capacity of a subway. I think they'll be much  
8 slower than a subway. You have to stick to the plans you  
9 believe in, and notify your elected officials in what you  
10 believe as soon as possible.

11           So hopefully, in our lifetime, we can see  
12 the subway out here, and make things easier for the  
13 people. At least we can get somewhere in this county.  
14 We're just too isolated from each other with this type of  
15 transportation. We need to improve it. I think we have  
16 to start now.

17           JODY LITVAK: Thank you very much.  
18 Jamie McCormick, followed by Charles Follutte, and  
19 Jim Richens.

20           JAMIE MCCORMICK: I'm Jamie McCormick. I live  
21 in Los Angeles. The thing to bear in mind as we approach  
22 scoping this EIR/EIS, is that 20 -- 26 years ago we  
23 actually had an approved EIR/EIS to run the Wilshire  
24 subway all the way down to the 405 in a single operating  
25 segment.

1           And so what we have done in the interim period  
2 is, we have had a tremendous paralysis of analysis, and  
3 paralysis of political will that has failed to either  
4 deliver an Environmental Impact Report that would enable  
5 us to act in any meaningful way to produce the Wilshire  
6 subway, and those same leaders are in office or appointed  
7 today.

8           So the important thing to remember is that the  
9 tendency of Los Angeles planning is to plan for the  
10 little idea. And to do things in a little way. So we  
11 have this MOS system where we take minimal operating  
12 segment, as apposed to maximum operating segments.

13           It is time for us to think of the introduction  
14 of the Wilshire subway as an opportunity to integrate an  
15 economic development plan for Southern California that  
16 produces the railcars in Southern California, produces  
17 the drilling machines in Southern California, and  
18 approaches the idea of building the Wilshire subway in a  
19 fashion that is similar to the approach we took in

20 Washington D.C., which is not segments of three miles,  
21 it's segments of 20 miles. And this is about time that  
22 we, in Southern California, realize that we are a child  
23 or we are adolescent --

24 JODY LITVAK: Thank you. Everybody gets two  
25 minutes, even my friend Jamie. Charles Follutte,

21

1 followed by Jim Richens and Jerard Wright.

2 CHARLES FOLLUTTE: Hello, I'm Charles Follutte.  
3 I live in Santa Monica, native Santa Monican. I  
4 definitely support proposal number 1, the subway from  
5 Western Avenue all the way under Wilshire Boulevard to  
6 Fourth and Wilshire in the City of Santa Monica.

7 Santa Monica needs this subway. It's the  
8 absolute best form of transportation we could have. It's  
9 heavy rail. It's much faster than Light Rail or many  
10 other alternatives. It's going to carry a much large  
11 capacity of people. It's going to allow tourists from

12 downtown Los Angeles to travel to where they really want  
13 to go, and that's to the beaches and to pier in  
14 Santa Monica.

15           And it will allow a lot of low income people  
16 that live in East Los Angeles and Downtown Los Angeles  
17 who work in many of the residential areas west of the 405  
18 to get to work. House keepers, gardeners, these type of  
19 low income people.

20           It will allow higher and medium income people  
21 that live in Santa Monica and Brentwood to travel to  
22 their jobs in Century City, Beverly Hills and Downtown  
23 Los Angeles.

24           So I think to build a subway all the way to the  
25 City of Santa Monica is a win-win situation for the whole

22

1 population, for the whole demographics. And I fully  
2 support the MTA to not only build the subway to Westwood



3 or to Bundy, but to build it all the way to the City of  
4 Santa Monica.

5 JODY LITVAK: Thank you. Okay. Mr. Richens  
6 come on up, followed by Jerard Wright and  
7 Jeremy Swirsley.

8 JIM RICHENS: Thank you. My name is  
9 Jim Richens. I'm a homeowner in the neighborhood  
10 immediately north and east of Beverly and La Cienega, in  
11 the Beverly Wilshire slash Cedars-Sinai neighborhood.

12 I own part of a restaurant on Wilshire, in the  
13 middle of Santa Monica. So I've got a little bit of skin  
14 in the game. I'm usually pretty agnostic about this sort  
15 of stuff, very indifferent.

16 On a night like tonight, I would normally be  
17 watching the Lakers. I thought this was very important  
18 to come out and hear what was said. This is one of my  
19 first one of these, and I'm glad I made the trip.

20 I had three quick points. The first point, and  
21 it's been mentioned several times in various ways here,  
22 is that the positive ecological impact of this I don't  
23 think can be understated.

24 And it certainly outweighs any environmental  
25 concerns associated with drilling holes in and around the

1 corridor, vents, whatever. That's my personal opinion,  
2 but I think in the long run, we will all be better served  
3 by having this Rail Line.

4 I do support Alternative number 11. The second  
5 thing I haven't heard mentioned, they mentioned in  
6 previous meetings, is that there are a number of  
7 hospitals along the line, the V.A. Hospital,  
8 Cedars-Sinai, Saint John's. U.C.L.A. has a brand new  
9 Osteopathic Hospital at 15th and Wilshire. So I think  
10 the whole community will benefit from the increased  
11 accessibility of those.

12 The third thing David and Judy mentioned is that  
13 we're going to be competing with other cities for these  
14 monies, and it would seem to me that we have a very  
15 important task in front of us.

16 Several speakers previous to me have mentioned  
17 it, and that is, that we should probably talk to Senator

18 Pelosi, Senator Boxer. I'm sorry. It's Congressperson  
19 Pelosi and Henry Waxman. I think he's definitely the key  
20 to this. The House of Representatives holds the purse  
21 strings, and they have a history with this project. And  
22 I think we will be suited to pursue that specifically  
23 with Congressperson Waxman.

24 JODY LITVAK: I do want to say, because you just  
25 mentioned it, for those of you who haven't been to our

24

1 meetings in the past. Not only is this presentation up  
2 on our website, but if you want it take a look at the  
3 reports and the presentations that we developed during  
4 the Alternatives Analysis, how we got to this point,  
5 what were the alternatives we considered and ruled in  
6 and ruled out and why, it's all there. After Jerard is  
7 Jeremy Swirsley, and Jan Hawes.

8 JERARD WRIGHT: Perfect segway. I'm

9 Jerard Wright, Vice President of the Transit Coalition.  
10 We support Alternative number 1 with a small adjustments  
11 to immediately go to Beverly Center instead of going to  
12 Wilshire/La Cienega. It will make an immediate impact  
13 from day one and you can get your connection for the  
14 eventual connectivity to West Hollywood with Alternative  
15 number 11. The most important thing in this whole process,  
16 and I heard it tonight, connectivity.

17 The ability to connect to the 405 corridor,  
18 which is through the pass. It is congested, and it is  
19 a nightmare every single day. So we do need to look at  
20 these studies and get the 405 study accelerated getting  
21 the Crenshaw corridor northern.

22 Right now, it stops at Exposition instead of  
23 going actually to the Purple Line at either  
24 Wilshire/Crenshaw or Wilshire/La Brea. We need to extend  
25 those studies to extend those parameters so we can have

1 connectivity. That is very, very important to build a  
2 transit network.

3 We can't start this process over and over again.  
4 Within the minimum operating segments, I think that's a  
5 perfect sort of strategic look at it, if we're going to  
6 do it in this fashion. We should look at those Fairfax,  
7 Westwood, look at larger stations rather than the single  
8 track, you know, center platform and everyone is  
9 congregating at that one location.

10 Let's look at larger stations with multiple  
11 platforms and be able to egress an ingress a lot more  
12 efficiently, a lot more quickly because there will be a  
13 lot of people using this line.

14 And most importantly, just recapping what  
15 everyone has said, thus far. We need to get the support  
16 of our elected officials, our state officials, our  
17 federal officials. We need every cent that we can get  
18 for this transit project and for all transit projects not  
19 just this one.

20 JODY LITVAK: Mr. Swirsley, followed by  
21 Jan Hawes and then Dan Gostlin.

22 JEREMY SWIRSLEY: My name is Jeremy Swirsley.  
23 And the question was raised about if it is cost effective

24 to run both subway and the Expo Line to Santa Monica, and  
25 it is definitely cost effective to run both of them to

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1 Santa Monica, and they should reach the same station as  
2 Mike Spenelli brought up earlier.

3 And that station should be at Fourth and  
4 Colorado, and maybe we should even give consideration to  
5 the Expo Line running to the Green Line -- well, where  
6 Green Line runs.

7 And the reason why we need to do this is, if you  
8 look at where the -- because people from Santa Monica are  
9 not just going to go downtown. We are also going to  
10 places along this subway. We will also be going to  
11 Westwood. We will also be going to West Hollywood or  
12 Century City or Beverly Hills, and it does not make sense  
13 to make two extra transfers.

14 We want to get there fast. Doing two transfers

15 does not make sense. It takes a lot of time, and the way  
16 the current rate structure is done, you have to buy two  
17 tickets to do this.

18           And people will just not ride the line. There  
19 is currently the bus, 720, but that will probably get  
20 massive cuts once this line comes in. We need to build  
21 this line all way to Santa Monica. It just makes a lot  
22 more sense. Thank you.

23           JODY LITVAK: Thank you very much. Jan Hawes,  
24 followed by Dan Gostlin and then Marilyn Judson.

25

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1           JAN HAWES: Hello. Yeah, I can tell you I work  
2 at the Water Garden in Yahoo Center and I can tell you in  
3 the afternoon traffic does back up all the way, pretty  
4 much to 20th Street trying to go east.

5           And building a station or terminating the subway  
6 at Bundy isn't going to help. You just create more

7 traffic trying to get east to that station and then you'd  
8 have to build a huge parking deck in that area, which I  
9 think would be pretty difficult.

10           So yes, the subway does need to go all way to  
11 the sea, otherwise it wouldn't be called Subway to the  
12 Sea, Unless it did actually go to the sea. And the Expo  
13 Line -- they go to two completely different areas and I  
14 think both are greatly needed. Thank you.

15           JODY LITVAK: Thank you. Dan Gostlin and then  
16 Marilyn Judson and then Darrell Clarke.

17           DAN GOSTLIN: Thank you for the opportunity to  
18 speak. I live in West Hollywood, and I just wanted to  
19 come out and voice my opinion and state that I support  
20 Alternative 11.

21           I look at things at face value, and I look at  
22 these two options, and I think it's clear there's a  
23 gaping hole for a major part of Los Angeles and West  
24 Hollywood.

25           Not only that, but a Santa Monica and Fairfax



1 stop would also service Fairfax High and other schools in  
2 the area. And on behalf of a Myspace employee, I  
3 encourage you to start a Myspace profile.

4 JODY LITVAK: Thank you. Marilyn Judson, then  
5 we will have Darrell Clarke and then Louisa Fish.

6 MARILYN JUDSON: My name is Marilyn Judson. I  
7 live here in Santa Monica near 26th and Wilshire, so I'm  
8 very encouraged to see there would be a subway stop near  
9 my home.

10 I've come to be here today with about 30, 35 years  
11 experience in the environmental area, either coordinating  
12 environment regulations for Century City or helping to  
13 write EIRs and the last ten years in environmental  
14 regulations. I'm sorry. Environmental education for 4th  
15 and 5th graders so I'm currently a City of Santa Monica  
16 employee in the last capacity.

17 And for all these years that I've been involved  
18 in environmental issues, I've always been aware that  
19 transportation is one of the key things we have to look  
20 at to reduce dependence on fossil fuels.

21           And why do we want to do that? Mainly because  
22 there's local, global, national impact. And I guess,  
23 although I'm thrilled at the idea of having a subway or  
24 any kind of Light Rail or any kind of mass transit on a  
25 more ambitious scale coming to the westside and

29

1 particularly, coming to Santa Monica where I've made my  
2 home for over 30 years, I'm still unpersuaded.

3           And this is the first one of these hearings I've  
4 come to, but I would need more data to really be  
5 persuaded that simply adding bus-only lanes and lots of  
6 more buses would not be a much quicker and a more cost  
7 effective solution.

8           Because I don't think we have until 2030 to  
9 address those local, state and national and global  
10 issues. We don't have 21 years. Especially to face  
11 global warming. We have maybe eight to ten years.

12           So I guess I want to just really urge the people

13 that are looking at this issue to make sure you have  
14 covered that one possibility completely and hopefully  
15 combine that with a subway and a Light Rail, but if we  
16 have to choose between the two --

17 JODY LITVAK: Thank you. Darrell Clarke,  
18 followed by Louisa Fish and then Michael C. Clark.

19 DARRELL CLARKE: Thank you. I'm Darrell Clarke.  
20 For those of you who know me, and I've been in way too  
21 many transit meetings this week. I was at the after  
22 concert on Light Rail earlier this week.

23 I'm about ready to break into the monorail rap  
24 or maybe a chorus of seismic vibration, but I won't.  
25 You're doing a heck of a job. I mean, it's just

30

1 inspiring seeing the development that's going on.

2 For the folks who haven't seen what's come  
3 before, and the refinement of the mode, the route,

4 et cetera, you should definitely look at what's come  
5 before, and the very specific reasons why monorail was  
6 discarded.

7           What you're saying about station locations, what  
8 you're saying about considerations of Santa Monica, are  
9 spot on. What you're saying about getting past the wall  
10 of 405 is exactly right. I don't have a specific  
11 recommendation where that is, but to get past that wall  
12 is very important for the effectiveness of this.

13           I would say in terms of the Century City and the  
14 Westwood stations, take advantage of the ability of the  
15 subway not to be under a street. You know, get into  
16 Century City. You know, get into Westwood rather than  
17 just being under the boulevard.

18           I was a student at Berkeley in the 70's. They  
19 created a shuttle between Berkeley Bart Station that went  
20 up into campus that they cutely named Humphrey Go-Bart.  
21 Finally, the north/south future corridor are so important  
22 to those interfaces, the 405 corridor from the Valley to  
23 Westwood and south.

24           Where's that interface going to be? And the map  
25 that you've seen that I spliced together -- look at the

1 Wilshire corridor and the Crenshaw corridor as a piece.  
2 Well, how did you get from Hollywood to West Hollywood  
3 down to Crenshaw, et cetera? Think of that as a piece,  
4 rather than separate projects. And finally, all of these  
5 projects are a network grid.

6 JODY LITVAK: Thank you. Louisa Fish, followed  
7 by Michael Clarke, and then Sarah Lejeune.

8 LOUISA FISH: Hi. First, I want to say I'm so  
9 impressed with the number of people who come from so many  
10 different places to come to this meeting, and also how  
11 many first timers.

12 So this is really a wonderful ongoing process.  
13 In terms of station locations, just speak to the things  
14 that I know about. I lived at Barrington and Wilshire  
15 for many years, and that's a really good place.

16 The next block over is already San Vicente,  
17 and I think it could be problematic. The Century City  
18 options, the closer to Constellation rather than

19 Santa Monica Boulevard makes sense so that more people  
20 can walk from the station to many more different places.

21 And oh, Cedars-Sinai needs a stop so bad.

22 I know it's a kind of that loop part rather than the  
23 Wilshire, but it really, really needs a stop. Thank  
24 you.

25

32

1 JODY LITVAK: Thank you. Michael Clark and then  
2 Sarah Lejeune. Sarah is actually the last one I have,  
3 and we have got a little more time. So if you want to  
4 speak after Sarah, let us know.

5 MICHAEL C. CLARK: My name is Mike Clark.  
6 This a status update on my \$63.4 million Federal Transit  
7 Administration, that's the FTA, grant for the park  
8 district around the Wilshire/Fairfax Station and Museum  
9 Row focusing on MTA's initial MOS westbound/Wilshire to

10 the same station.

11 I will continue, under Gordon L. Linton's  
12 written federal instructions, complete FDA's private  
13 sector disposal requirements, and soon will return to  
14 FDA's Washington D.C. headquarters for former processing to  
15 assure timely grant funding so that the Wilshire/Fairfax  
16 station distributor connection, and Beverly/Fairfax  
17 distributor station can open simultaneously as part of  
18 this initially MOS.

19 Both these stations can provide substantial park  
20 and ride facilities on sites that offer outstanding  
21 development opportunities. I have completed a review of  
22 the preliminary engineering drawings MTA provided me for  
23 the Beverly/Fairfax station, and the envelope provides  
24 for all grant elements including access and grant funds  
25 for the critically important revitalization of historic

2                   Minor modifications will be required, so a  
3 second phase distributor station to serve West Hollywood  
4 will not be precluded most probably to a  
5 Beverly/San Vicente distributor station to serve  
6 Cedars-Sinai. This private sector initiative started  
7 with a request to submit from the administrator of  
8 federal transit. Thank you.

9                   JODY LITVAK: Thank you very much.  
10 Sarah Lejeune. Is there anyone who's going to want  
11 to speak after Sarah? I'm going to ask you after her.

12                   SARAH LEJEUNE: Good evening. I'm  
13 Sarah Lejeune. I'm a Santa Monica resident, and I live  
14 at Ocean Park. I'm here tonight as a resident. And I  
15 just really want to say how important I think it is not  
16 to think that the Expo Light Rail and the Subway to  
17 the Sea can compete with each other.

18                   They serve very, very different populations.  
19 And as a City of Santa Monica resident, I know how  
20 important it is to try to reduce traffic in the city and  
21 deal with the regional traffic issues, and by having a  
22 direct access up on Alternative 11, up through to the  
23 Valley, I think will do an enormous amount to reduce  
24 congestion in the city.



25

So thank you very much. And people said great

34

1 things tonight, and I'm happy to be here as a  
2 resident.

3 JODY LITVAK: Is there anyone else who wants to  
4 speak tonight? Okay. This is how to get in touch with  
5 us. Get your comments in. Fill this out. Send it in  
6 if you think it's something you want to say.

7 Go to our website. You can see this  
8 presentation and our earlier ones. Join our Facebook  
9 and you can get your parking validated on the way out.  
10 Thank you all very much.

11 (Proceedings ended at 8:00 p.m.)

12

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**Appendix T**

**Public Scoping Meeting Materials**



Está invitado

Está invitado a una reunión de alcance público para iniciar el proyecto de la Extensión del Subterráneo hacia el Oeste, la siguiente fase del estudio de Metro para evaluar maneras de mejorar la movilidad en el Westside de Los Angeles.

Estas reuniones dan inicio al proceso del Borrador del Estudio de Impacto Ambiental/Reporte del Impacto Ambiental (Borrador EIS/EIR). Hay dos Alternativas de Construcción que serán analizadas en el Borrador EIS/EIR – un Subterráneo Wilshire (Alternativa I) y un Subterráneo Wilshire/Hollywood (Alternativa II) – así como también una alternativa de No Construcción y una alternativa de Administración de Sistemas de Transporte.

El Borrador EIS/EIR para la Extensión del Subterráneo hacia el Oeste sigue el Estudio de Análisis de Alternativas

(AA) de 18 meses del Corredor de Transporte de la Extensión hacia el Oeste. EL AA estudió si se necesitaba o no un mejoramiento de transporte en el área y evaluó una variedad de mejoramientos y alineamientos de transporte. El AA incluyó extensa sugerencias del público y recomendó las dos alternativas de Construcción para que sean estudiadas más afondo en el Borrador EIS/EIR. En enero de 2009, la Junta Directiva de Metro aprobó el AA y autorizó el Borrador EIS/EIR.

Las reuniones de alcance público proporcionan al público una oportunidad para comentar sobre el propósito, las alternativas y los efectos potenciales de la construcción y operación que deben ser considerados en el Borrador EIS/EIR. Metro y la Federal Transit Administration (FTA) estarán preparando un documento conjunto que satisface los requerimientos de

la National Environmental Policy Act (NEPA) y la California Environmental Quality Act (CEQA).

Queremos escuchar sus opiniones sobre esta siguiente fase del estudio. Por favor venga con nosotros a una reunión de alcance público para darnos sus sugerencias acerca de lo que quiere que Metro estudie en este Borrador EIS/EIR. El contenido que se presenta en estas reuniones será el mismo, por lo tanto, asegúrese de asistir a la hora y en el lugar más conveniente para usted.

Si tiene preguntas o requiere información adicional, por favor visite el sitio Web del Estudio de la Extensión del Subterráneo hacia el Oeste en [metro.net/westside](http://metro.net/westside) o llame a la línea de información sobre el proyecto al 213.922.6934. También nos puede encontrar en Facebook.

Por favor asista a una reunión

**Area de Wilshire/Fairfax:**  
**Los Angeles County Museum of Art West**  
 6 – 8pm, lunes 13 de abril  
 Terrace Room, 5º piso  
 5905 Wilshire Bl, Los Angeles  
*Las líneas 20, 720, 920, 217 y 780 de Metro llegan a este lugar. Estacionamiento validado para vehículos está disponible en la estructura subterránea ubicada en Sixth Street y Ogden Drive.*

**Ciudad de West Hollywood:**  
**Plummer Park**  
 6 – 8pm, martes 14 de abril  
 7377 Santa Monica Bl (en Plummer Pl), West Hollywood  
*Se llega con la Línea 4 de Metro. Hay estacionamiento gratuito para vehículos y bicicletas en este lugar.*

**Ciudad de Beverly Hills:**  
**Beverly Hills Public Library**  
 6 – 8pm, jueves 16 de abril  
 Auditorio, 2º piso  
 444 N Rexford Dr, Beverly Hills  
*Las líneas 4, 14, 16 y 704 de Metro llegan a este lugar. Estacionamiento gratuito disponible por dos horas en la estructura adyacente.*

**Area de Westwood:**  
**Westwood Presbyterian Church**  
 6 – 8pm, lunes 20 de abril  
 10822 Wilshire Bl, Los Angeles  
*Las líneas 20, 720 y 920 de Metro llegan a este lugar. Hay estacionamiento gratuito en este lugar.*

**Ciudad de Santa Monica:**  
**Santa Monica Public Library**  
 6 – 8pm, jueves 23 de abril  
 Auditorium, 1st Floor  
 601 Santa Monica Bl, Santa Monica  
*Las líneas 4, 20, 33, 333 y 720 de Metro y las líneas 1, 2, 3, 7, 8, 9 y 10 de Big Blue Bus de Santa Monica llegan a este lugar. Estacionamiento validado está disponible para vehículos y bicicletas.*

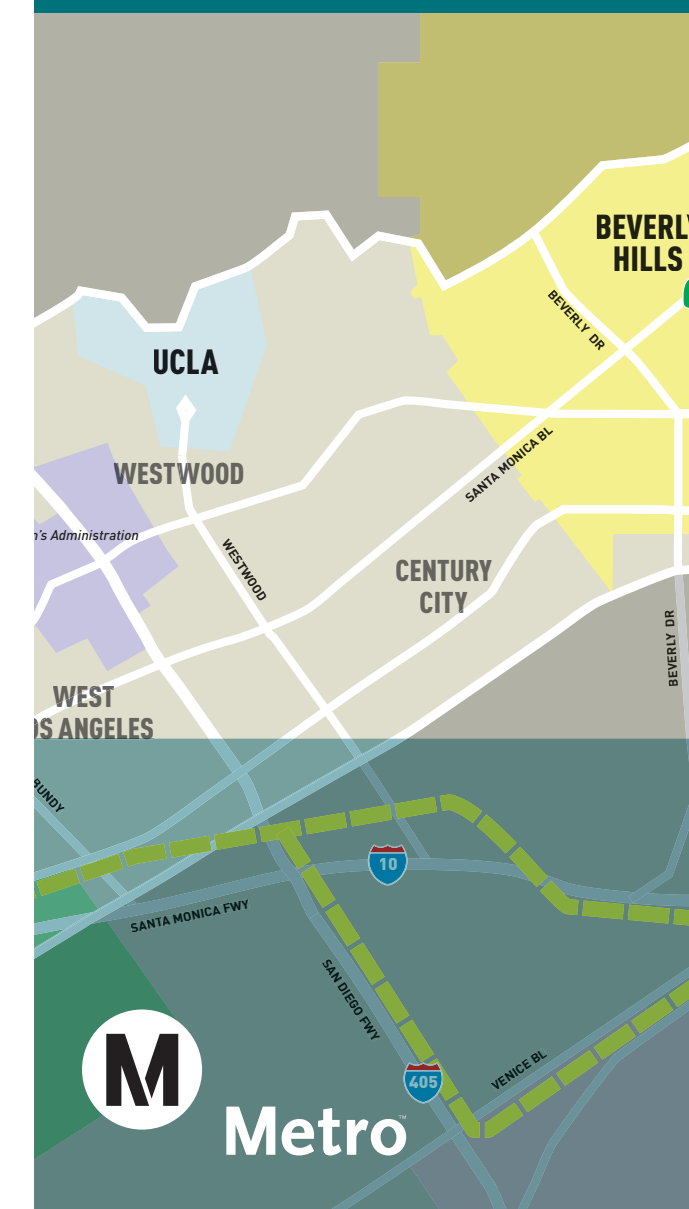
**Orden del día**  
**Exhibición abierta al público**  
 6:00 – 6:30 pm

**Presentación sobre la actualización del proyecto**  
 6:30 – 7:15 pm

**Sesión de preguntas y respuestas**  
 7:15 – 8 pm

Westside Subway Extension Public Meetings

April 13, 14, 16, 20 & 23, 2009





You are invited

You are invited to a public scoping meeting to initiate the Westside Subway Extension project, the next phase of Metro's study evaluating ways to improve mobility on the Westside of Los Angeles.

These meetings start the Draft Environmental Impact Study/Environmental Impact Report (Draft EIS/EIR) process. Moving forward for analysis in the Draft EIS/EIR are two Build Alternatives – a Wilshire Subway (Alternative 1) and a Wilshire/West Hollywood Subway (Alternative 11) – as well as a No Build Alternative and a Transportation Systems Management Alternative.

The Draft Environmental Impact Study/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway

Extension follows the 18-month Alternatives Analysis Study (AA) of the Westside Extension Transit Corridor. The AA looked at whether a transit improvement was needed in the area, and evaluated a variety of transit improvements and alignments. The AA included extensive public input and recommended the two Build alternatives for further evaluation in the Draft EIS/EIR. In January 2009, the Metro Board approved the AA and authorized the Draft EIS/EIR.

The public scoping meetings provide the public an opportunity to comment on the project purpose, alternatives, and the potential effects of construction and operation that should be considered in the Draft EIS/EIR. Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental

Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

We want to hear your thoughts on this next phase of the study. Please join us at a public scoping meeting to provide your suggestions about what you would like Metro to study in the Draft EIS/EIR. Content presented at these meetings will be identical, so make sure to attend at the time and location most convenient for you.

For additional information or questions, please visit the Westside Subway Extension project website at [metro.net/westside](http://metro.net/westside) or contact the project information line at 213.922.6934. You can also find us on Facebook.

Please join us

**Wilshire/Fairfax area:**  
**Los Angeles County Museum of Art**  
 6 – 8pm, Monday, April 13  
 Terrace Room, 5th Fl  
 5905 Wilshire Bl, Los Angeles  
*Served by Metro lines 20, 720, 920, 217 and 780. Validated parking is available in the Museum's 6th Street underground structure located at Sixth St and Ogden Dr.*

**City of West Hollywood:**  
**Plummer Park**  
 6 – 8pm, Tuesday, April 14  
 7377 Santa Monica Bl (at Plummer Pl), West Hollywood  
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**City of Beverly Hills**  
**Beverly Hills Public Library**  
 6 – 8pm, Thursday, April 16  
 Beverly Hills Public Library, Auditorium, 2nd Fl  
 444 N Rexford Drive, Beverly Hills  
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**Westwood area:**  
**Westwood Presbyterian Church**  
 6 – 8pm, Monday, April 20  
 Westwood Presbyterian Church  
 10822 Wilshire Bl, Los Angeles  
*Served by Metro lines 20, 720 and 920. Free parking is available at the location.*

**City of Santa Monica:**  
**Santa Monica Public Library**  
 6 – 8pm, Thursday, April 23  
 601 Santa Monica Bl, Santa Monica  
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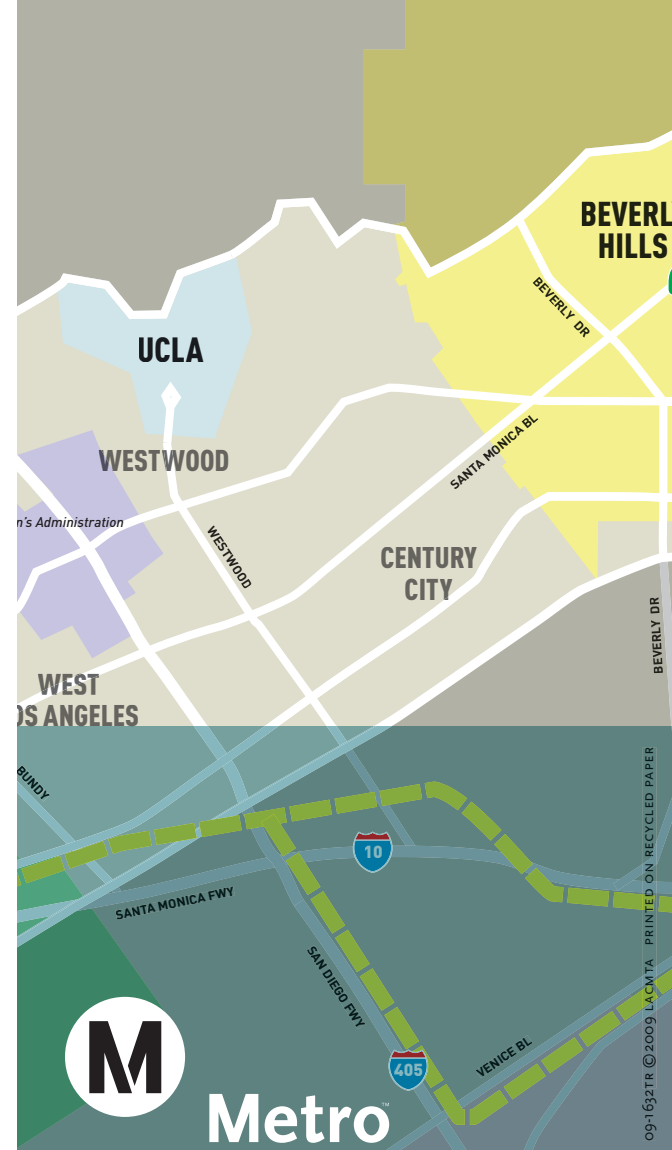
**Agenda**  
**Open House**  
 6:00 – 6:30pm

**Project Update Presentation**  
 6:30 – 7:15pm

**Question & Answer Session**  
 7:15 – 8pm

Extensión del Subterráneo hacia el Oeste  
 Reuniones Públicas

13, 14, 16, 20 y 23 de abril de 2009



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### Agenda

**Open House 6 - 6:30pm**

**Project Update Presentation 6:30 - 7:15pm**

**Question & Answer Session 7:15 - 8pm**

**We want to hear your thoughts on this next phase of the study. Please join us at a public scoping meeting to provide your suggestions about what you would like Metro to study in the Draft EIS/EIR. Content presented at these meetings will be identical, so make sure to attend at the time and location most convenient for you.**

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6:00 – 6:30pm**

**Presentación sobre la actualización del proyecto:  
6:30 – 7:15pm**

**Sesión de preguntas y respuestas:  
7:15 – 8pm**

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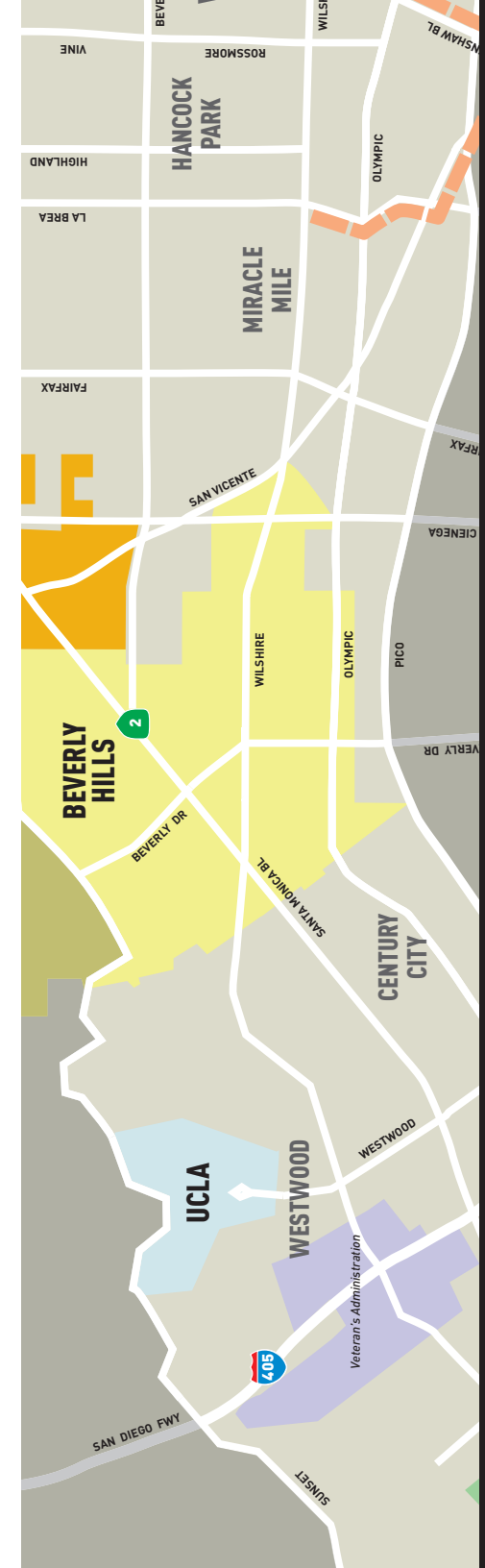
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One Gateway Plaza  
99-7-2  
Los Angeles, CA 90012



**Westside Subway Extension Public Meetings – April 13, 14, 16, 20 & 23, 2009**

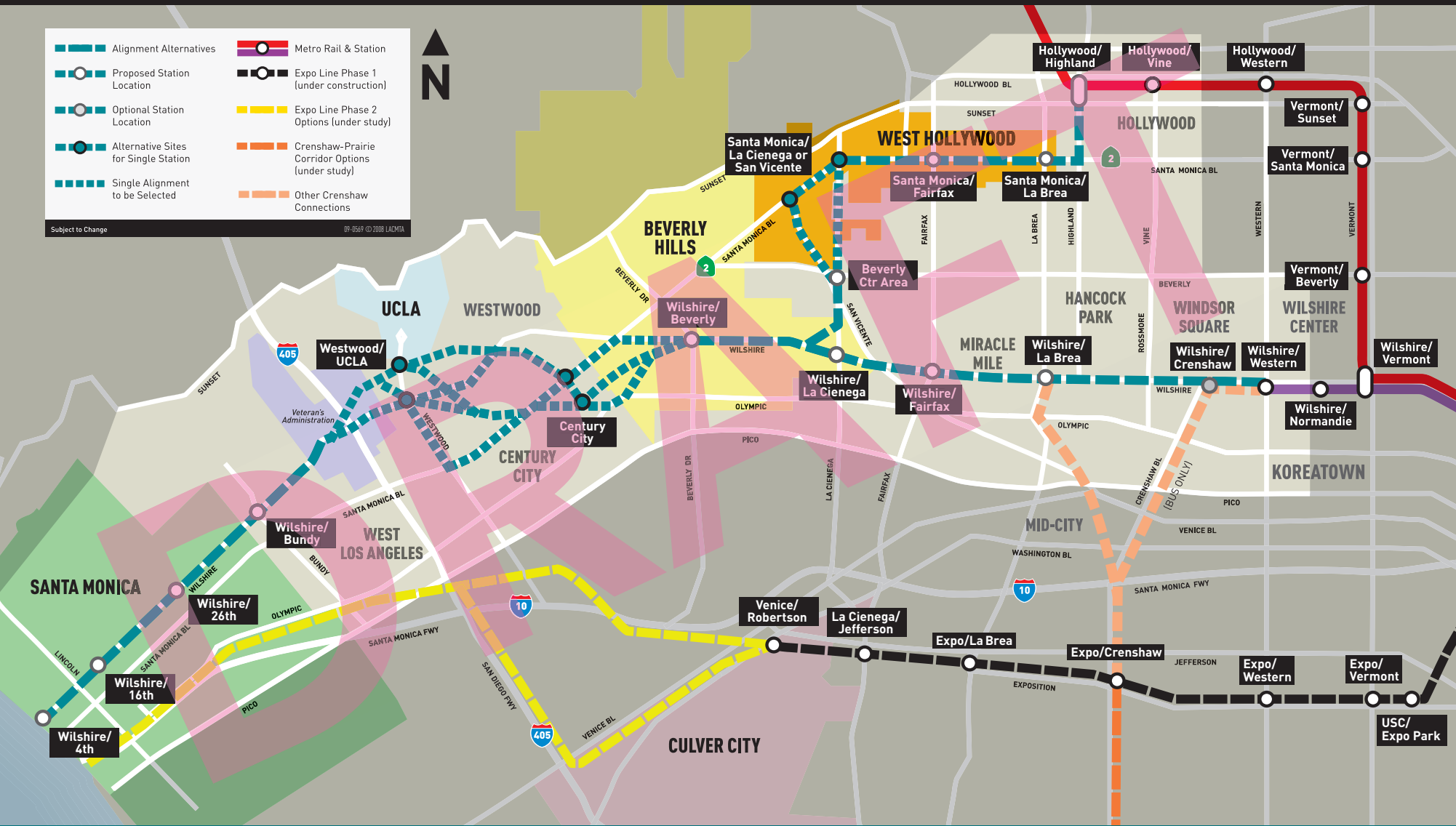
**Extensión del Subterráneo hacia el Oeste Reuniones Públicas**

**13, 14, 16, 20 y 23 de abril de 2009**

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**Wilshire/Fairfax area: 6 – 8pm, Monday, April 13**  
 Los Angeles County Museum of Art, Terrace Room, 5th Fl.  
 5905 Wilshire Bl, Los Angeles  
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**Ciudad de Beverly Hills: jueves 16 de abril, 6 – 8 pm**  
 Beverly Hills Public Library – Auditorium, 20 piso  
 444 N Rexford Dr, Beverly Hills  
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Los Angeles County Metropolitan Transportation Authority

# Westside Subway Extension Draft EIS/EIR – Scoping Meeting





# Purpose of Tonight's Meeting

- Describe the Draft EIS/EIR process
- What should we study?



# Westside Subway Extension Project Area



# Where We've Been – The AA Study

- July 2007: Began Alternatives Analysis (AA)
- Significant public involvement
- Determined transit improvement IS needed
- Evaluated range of alternatives
- Identified 2 subway alternatives for further evaluation in Draft EIS/EIR

**January 2009:  
Approved by Metro Board**



# How We Got Here

- **Evaluated required alternatives:**
  - No Build
  - Transportation Systems Management (TSM)
- **Evaluated 17 alignments comprising:**
  - Bus Rapid Transit
  - Light Rail Transit (aerial, on-street & subway)
  - Monorail
  - Heavy Rail Transit (aerial & subway)





# Required Evaluation Criteria Used in the AA

- Mobility improvement
- Transit supportive land use policies & conditions
- Cost effectiveness
- Project feasibility
- Equity
- Environmental considerations
- Public acceptance









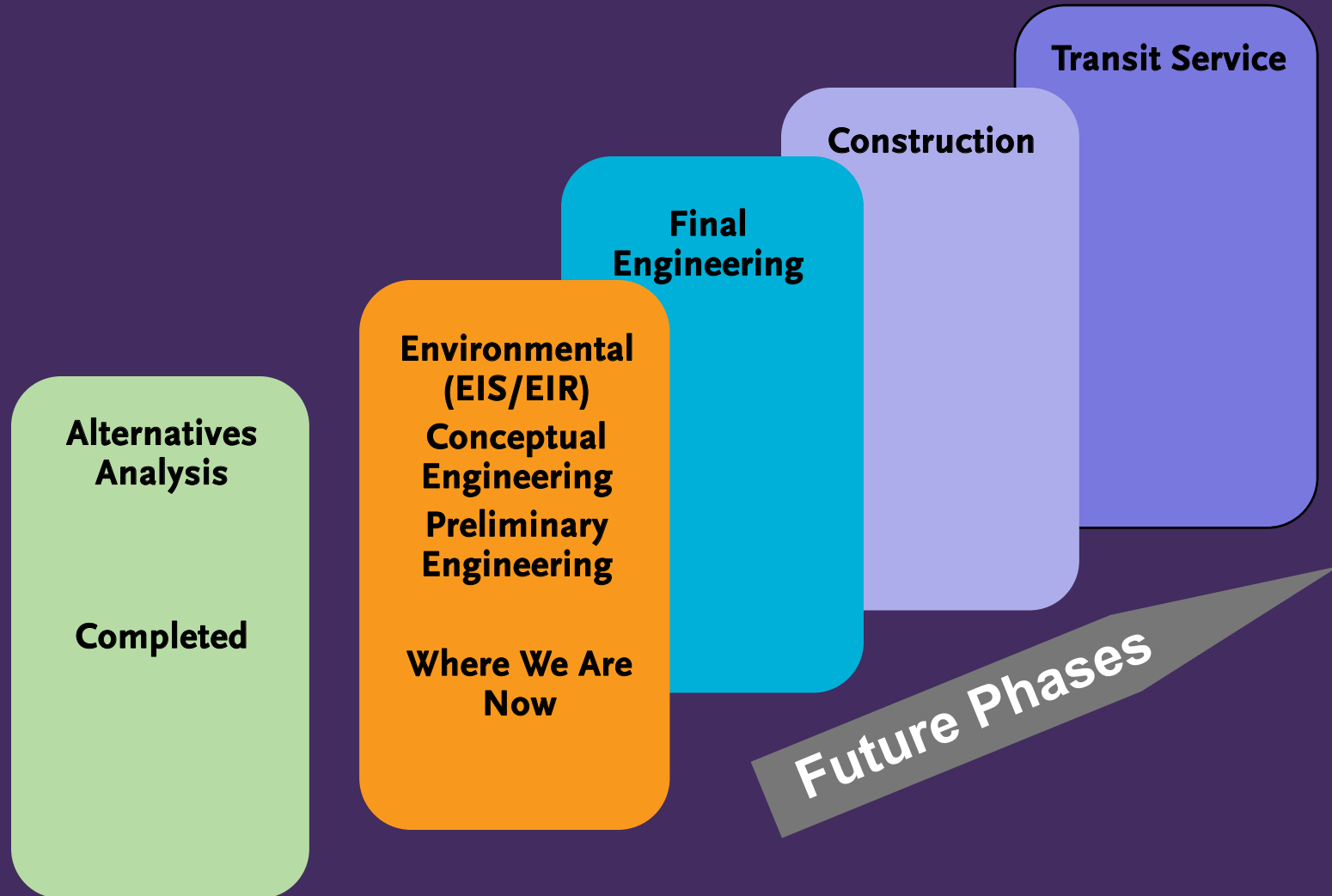
# Other Alternatives Required for Further Study

- **No Build**
  - Service improvements to existing Red/Purple Lines by 2030
  - Assumes new rail lines with identified funding through 2030
    - Expo to Santa Monica, Crenshaw, Regional Connector, etc.
  - Measure R Expenditure Plan expanded list beyond what's in Metro's current Long Range Transportation Plan
- **Transportation Systems Management (TSM)**
  - Lower-cost improvements to “maximize” efficiency of existing road & transit networks





# Where We Are Now



# Progress Since AA Inception

## Three Requirements for Any New Project

<b>Requirement</b>	<b>Alternatives Analysis</b>	<b>Draft EIS/EIR</b>
<i>Environmental Review &amp; Approval</i>	Completed	Underway
<i>Secure Funding</i>	Funding Not Known	Partial Funding Provided by Measure R
<i>Inclusion in LRTP</i>	Under Consideration	

# Draft EIS/EIR Process

- Further refine alternatives
- Assess impacts of alternatives
  - During construction
  - Once in operation
- Identify possible mitigation measures
- Recommend Locally Preferred Alternative (LPA)



# Further Refining the Alternatives

- **Station Location Decisions:**
  - Decide about optional Crenshaw Station
  - Choose between multiple station locations
    - Westwood, Century City, West Hollywood
  - Define location-specific details
    - Identify station entrance location(s)
    - Engineering related items
    - Station design
    - Parking
- **Alignment Decisions:**
  - Choose between multiple alignments
  - Define alignment-specific details
- **Downtown Los Angeles Maintenance Facility**



# Purpose of the Draft EIS/EIR

**Study potential effects of construction & operation, and evaluate measures to avoid, minimize & mitigate adverse impacts of the project.**

## Examples of Impacts to be Studied:

- Operation and construction
- Traffic and parking
- Land use and developments
- Displacement and relocations
- Community and neighborhood impacts
- Visual and aesthetics
- Air quality
- Noise and vibration
- Ecosystems and biological resources
- Geotechnical, seismic & hazardous materials
- Hydrology and water quality
- Energy
- Climate change
- Historic, archaeological & paleontological impacts
- Parklands
- Economic and fiscal impacts
- Safety and security
- Growth inducing impacts
- Environmental justice
- Cost and financial analysis

# Assessing & Addressing Construction Impacts

## Three Phases

### 1. During preparation of the EIS/EIR

- Decisions at this phase are key

### 2. During “pre-construction”

- After certification of final environmental documents and before actual construction

### 3. During construction



# Assessing the Construction Impacts

## While Preparing the EIS/EIR

- Explain, evaluate and identify
  - Tunnel and station construction processes
  - Hauling and other traffic considerations
  - Construction staging and earth removal locations
  - Air, noise, other
  - Possible mitigations



**Future Update Meeting to Focus on This Topic**





# Funding Considerations

- **Potential range of project costs from AA (\$2008)**
  - Wilshire Subway - \$6.1 Billion
  - Wilshire/West Hollywood Subway - \$9.0 Billion
  - Costs to be updated in Draft EIS/EIR
- **Measure R (Estimated \$40 Billion over 30 years)**
  - \$4.1 Billion for Westside Subway
- **Other sources**
  - Federal reauthorization
  - State funding
  - Local funding
  - Public/Private partnerships





# Westside Subway Segments Proposed for Evaluation



Criteria: Constructability, Funding, and Measurable Benefits



# MOS 1: Purple Line to Fairfax Avenue



MOS = Minimum Operable Segment

# MOS 2: Purple Line to Century City



MOS = Minimum Operable Segment



# MOS 3: Purple Line to Near the I-405



MOS = Minimum Operable Segment

# MOS 4: Purple Line to I-405 plus West Hollywood Line



MOS = Minimum Operable Segment

# Full Length Alternative: Wilshire Subway





# Full Length Alternative: Wilshire/West Hollywood Subway



Please let us know what you think!





# Opportunities for “Formal” Public Involvement

- **Quarterly public update meetings**
  - Results from previous meetings
  - Report on additional refinements and analysis
- **First update (summer)**
  - What we heard in Scoping
  - Construction
  - Refinement of alternatives
- **Summer 2010: Public Hearings on Draft EIS/EIR**
  - Study recommendations
- **Station area planning meetings**
  - Focused meetings
  - Schedule to be determined
  - Watch for meeting notices

**Scoping – April '09**

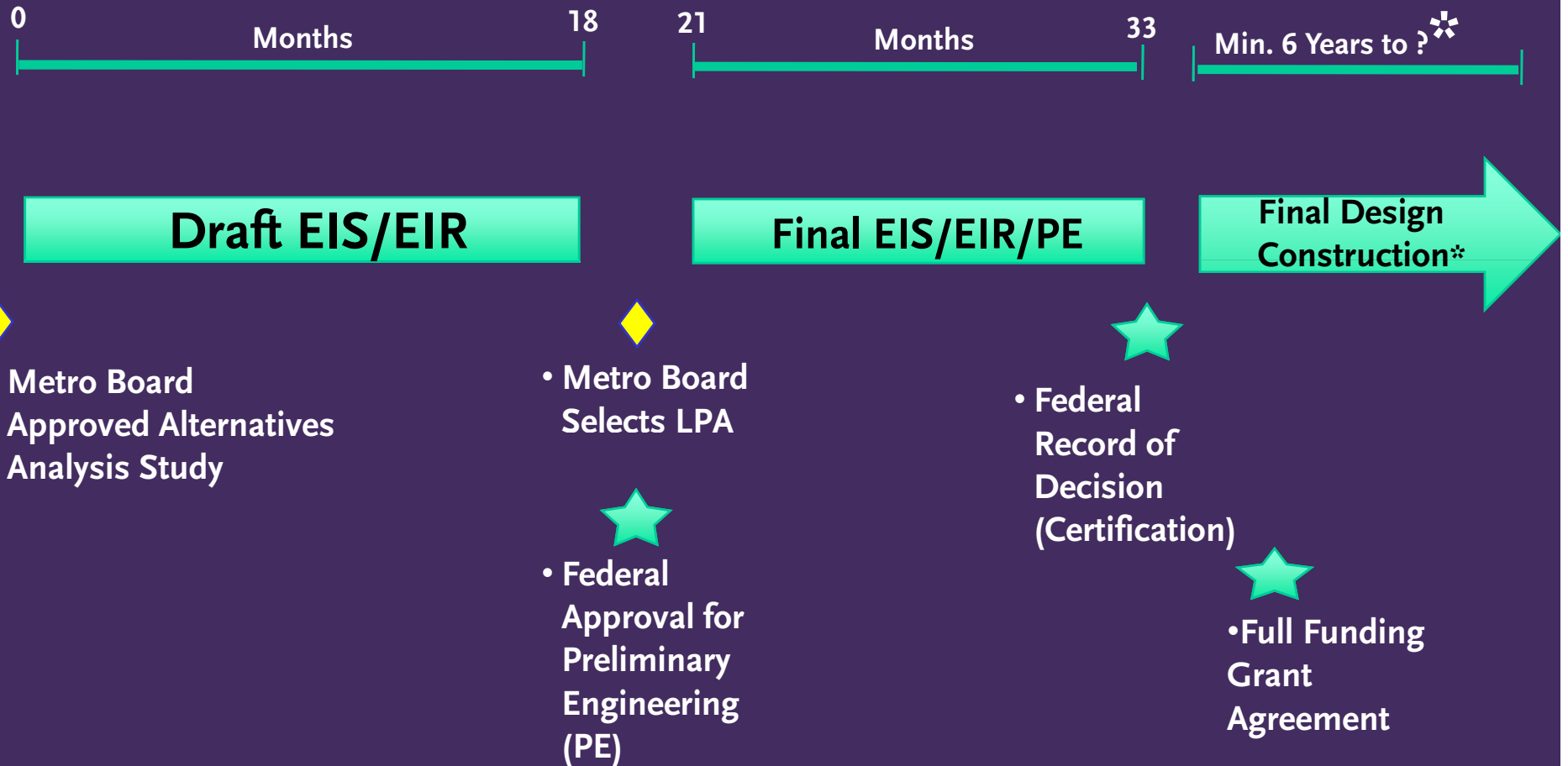
**Update – Summer**

**Update – Fall/Winter**

**Update – Winter/Spring**

**Public Hearings – Summer '10**

# Possible Schedule for EIS/EIR & Beyond



\* Depends on Funding Availability

# Work You May Start Seeing

- **Metro contractors beginning soil boring operations**
  - To determine soil and geological conditions
  - Soil samples will be sent to lab for testing and analysis
- **Samples will be gathered at about 70 locations throughout study area**
  - 1-3 days at any single location
  - 8-10 weeks for entire effort
- **Communities will be notified of activities in their area**



# Upcoming Scoping Meeting Dates

- Monday, April 13: LACMA West
- Tuesday, April 14: West Hollywood Plummer Park
- Thursday, April 16: Beverly Hills Public Library
- Monday, April 20: Westwood Presbyterian Church
- Wednesday April 22: Wilshire United Methodist Church
- Thursday, April 23: Santa Monica Public Library

**Meetings 6:00-8:00 pm except for  
April 22, it is from 5:00-7:00 pm  
Same format and materials**



# Public Scoping Comments

- **Scoping Comments Due by May 7, 2009**
- **How to comment during scoping process:**
  - Verbally at tonight's meeting (via court reporter)
  - Hand in written comment form tonight
  - Mail in comment form or letter to:  
David Mieger, AICP  
Metro  
1 Gateway Plaza, MS 99/2/5  
Los Angeles, CA 90012
  - Comment on-line: [metro.net/westside](http://metro.net/westside)
  - Email to [WestsideExtension@metro.net](mailto:WestsideExtension@metro.net)



# Staying Involved

[www.metro.net/westside](http://www.metro.net/westside)

Jody Litvak, Regional Communications

[litvakj@metro.net](mailto:litvakj@metro.net)

213.922.1240

David Mieger, Project Director

[miegerd@metro.net](mailto:miegerd@metro.net)

213.922.3040

Information line: 213.922.6934

Find us on Facebook: Metro Westside Subway Extension



# What We Want To Hear From You

- Especially want your feedback on issues such as:
  - Alternatives to be studied
  - Minimum Operable Segments (MOS)
  - Environmental issues
    - For the corridor
    - In & around stations
  - Issues related to “terminus” stations
    - Fairfax
    - Century City
    - Westwood or 1 Station Past I-405
  - Mitigations for construction & operations

