

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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6 In the Matter of the:)

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7 Westside Subway Extension)

Draft EIS/EIR-Scoping Meeting)

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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:

3 MR. GARY GUTH

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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

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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

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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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