

Appendix S

Public Scoping Meeting – April 23, 2009

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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
601 Santa Monica Boulevard, Santa Monica,
California, commencing at 5:00 p.m.,
on Thursday, April 23, 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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FACILITATOR: KRISTINE GRILLO
THE ROBERT GROUP

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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

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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 I 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

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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.

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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

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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

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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.

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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.

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So thank you very much. And people said great

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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.)

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