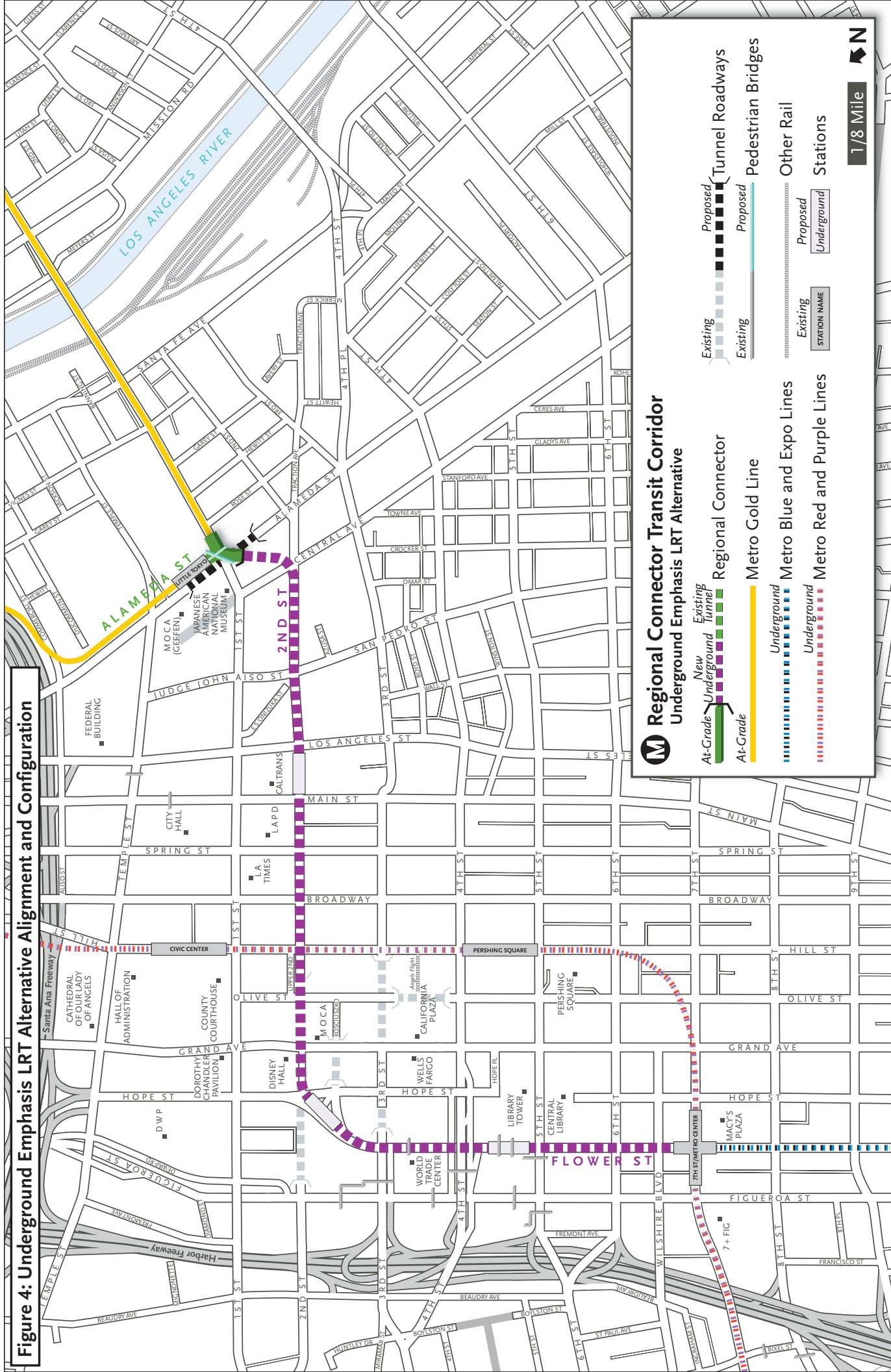


Figure 4: Underground Emphasis LRT Alternative Alignment and Configuration



M Regional Connector Transit Corridor
Underground Emphasis LRT Alternative

	Existing Tunnel		Tunnel Roadways
	Existing		Pedestrian Bridges
	Existing		Other Rail
	Existing		Stations
	Existing		STATION NAME
	Existing		Underground

1/8 Mile

Appendix E

Newspaper Publications of Legal Notices

This information is available from Metro upon request.

This appendix has been intentionally left blank.

Appendix F
Agency List

This information is available from Metro upon request.
This appendix has been intentionally left blank.

Appendix G
Participating Agencies

Participating Agencies				
University of California, Los Angeles	555 Westwood Plaza, Suite 102	Los Angeles	CA	90095
City of Los Angeles Department of Transportation, Transit Corridor Development	100 S. Main St., 10th Fl.	Los Angeles	CA	90013
City of Los Angeles Bureau of Engineering	1150 S Broadway, Ste 810	Los Angeles	CA	90015
Los Angeles County Office of Education	9301 E Imperial Hwy, Rm 109	Downey	CA	90402
California Transportation Commission	1121 N Street, MS-52	Sacramento	CA	95814
Southern California Association of Governments	818 W 7th St	Los Angeles	CA	90017
California Department of Transportation, District 7; Division of Environmental Planning	100 S. Main St.	Los Angeles	CA	90013
City of Culver City Redevelopment Agency	9771 Culver Blvd	Culver City	CA	90232
City of Pasadena, Transportation	222 E. Walnut St, Suite 210	Pasadena	CA	91101
California State University, Los Angeles	5151 State University Drive	Los Angeles	CA	90032
California High-Speed Rail Authority	925 L St, Ste 1425	Sacramento	CA	95814
US Department of Energy	1000 Independence Ave SW	Washington	DC	20585
US Department of Health and Human Services	90 7th St, Ste 5-100	San Francisco	CA	94103
US Department of Housing and Urban Development	611 W 6th St, Ste 800	Los Angeles	CA	90017
US Department of the Interior, Office of Environmental Policy	1849 C St NW	Washington	DC	20240
US Environmental Protection Agency	75 Hawthorne Street	San Francisco	CA	94105
Federal Emergency Management Agency	1111 Broadway, Ste 1200	Oakland	CA	94607
Federal Railroad Administration	801 I St, Ste 466	Sacramento	CA	95814
US Army Corps of Engineers	915 Wilshire Blvd, Ste 980	Los Angeles	CA	90017
US Fish and Wildlife Service	6010 Hidden Valley Rd, Ste 101	Carlsbad	CA	92011
Transportation Security Administration	4401 Donald Douglad Dr. #100	Long Beach	CA	90808
Ti'At Society (Gabrielino)	6515 E. Seaside Walk #C	Long Beach	CA	90803

Participating Agencies

Gabrielino Tongva Indians of California Tribal Council (Gabrielino Tongva)	P.O. Box 490	Bellflower	CA	90707
Tongva Ancestral Territorial Tribal Nation (Gabrielino Tongva)	4712 Admiralty Way, Suite 172	Marina Del Ray	CA	90292
Gabrielino/ Tongva San Gabriel Band of Mission (Gabrielino Tongva)	P.O. Box 693	San Gabriel	CA	91778
Gabrielino Tongva Nation (Gabrielino Tongva)	P.O. Box 86908	Los Angeles	CA	90086

Appendix H

Invitation Letters

Mr. _____
Title
Agency
Address
City, CA 90zip

Re: Invitation to Participate in the Environmental Review Process for the
Regional Connector Transit Corridor Project

Dear Mr. _____:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Regional Connector Transit Corridor Project. The Regional Connector project proposes to provide a direct link through downtown Los Angeles that connects the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Exposition Line. The corridor extends for approximately 1.8 miles between the 7th Street/Metro Center Station and the Little Tokyo/Arts District Station.

The purpose of this project is to improve the region's public transit service and mobility. The overall goal of the project is to improve mobility within the corridor by connecting to the light rail service lines currently in operation or in construction through downtown Los Angeles. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles. The enclosed scoping information packet provides more details including a preliminary schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at http://www.metro.net/projects_studies/connector/final_alternatives_analysis_study.htm. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives has been refined. The project area and alternatives identified in the Alternatives Analysis will be the subject of the Draft EIS/EIR.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in

the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the sensitive adjacent land uses, and facilities located in many parts of this corridor; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. Ray Tellis of our Los Angeles Metropolitan Office at ray.tellis@dot.gov; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation are not due until after the interagency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- Thursday, March 26 at 1:30 p.m. at LACMTA, in the Gateway Plaza Room, One Gateway Plaza, Los Angeles, CA 90012.

You or your delegate is invited to represent your agency at this meeting. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted not later than April 13, 2009.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5.](#)

We are providing scoping information materials with this letter that include description of the project area and proposed alternatives. The Scoping information is available at http://www.metro.net/projects_studies/connector. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012, email address roybald@metro.net.

Sincerely,

Roger Snoble

LACMTA CEO

Enclosure (1):

1. Scoping Information Packet/Schedule

cc: Federal Transit Administration

Mr. _____
Title
Agency
Address
City, CA 90zip

Re: Invitation to Participate in the Environmental Review Process for the
Regional Connector Transit Corridor Project

Dear Mr. _____:

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Regional Connector Transit Corridor Project. The Regional Connector project proposes to provide a direct link through downtown Los Angeles that connects the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Exposition Line. The corridor extends for approximately 1.8 miles between the 7th Street/Metro Center Station and the Little Tokyo/Arts District Station.

The purpose of this project is to improve the region's public transit service and mobility. The overall goal of the project is to improve mobility within the corridor by connecting to the light rail service lines currently in operation or in construction through downtown Los Angeles. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles. The enclosed scoping information packet provides more details including a preliminary schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at http://www.metro.net/projects_studies/connector/final_alternatives_analysis_study.htm. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives has been refined. The project area and alternatives identified in the Alternatives Analysis will be the subject of the Draft EIS/EIR.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in

the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the sensitive adjacent land uses, and facilities located in many parts of this corridor; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Ms. Dolores Roybal Saltarelli of LACMTA at roybald@metro.net; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the interagency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- Thursday, March 26 at 1:30 p.m. at LACMTA, in the Gateway Plaza Room, One Gateway Plaza, Los Angeles, CA 90012.

You or your delegate is invited to represent your agency at this meeting. Written responses accepting designation as participating agencies should be transmitted not later than April 13, 2009.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5.](#)

We are providing scoping information materials with this letter that include description of the project area and proposed alternatives. The Scoping information is available at http://www.metro.net/projects_studies/connector. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012, email address roybald@metro.net.

Sincerely,

Roger Snoble

LACMTA CEO

Enclosure (1):

1. Scoping Information Packet/Schedule

cc: Federal Transit Administration

Appendix I
Agency Sign In Sheet

This information is available from Metro upon request.
This appendix has been intentionally left blank.

Appendix J
Agency Scoping Transcript

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

BEFORE THE

METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

Agency Scoping Meeting in the)
 Matter of:)
 REGIONAL CONNECTOR TRANSIT CORRIDOR)
 PROJECT DRAFT ENVIRONMENTAL IMPACT)
 STATEMENT/DRAFT ENVIRONMENTAL)
 IMPACT REPORT)
 _____)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Thursday, March 26, 2009

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

24

25 Job No.:
B1346NCO

1

BEFORE THE

2

METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

3

4

5

6

7 Agency Scoping Meeting in the)
8 Matter of:)

9 REGIONAL CONNECTOR TRANSIT CORRIDOR)

10 PROJECT DRAFT ENVIRONMENTAL IMPACT)

STATEMENT/DRAFT ENVIRONMENTAL)

11 IMPACT REPORT)

-----)

11

12
13
14
15
16
17
18
19
20
21
22
23
24
25

TRANSCRIPT OF PROCEEDINGS, taken at
One Gateway Plaza, Gateway Plaza Room, Los Angeles,
California, commencing at 1:30 p.m., on Thursday,
March 26, 2009, heard before the METRO REGIONAL
CONNECTOR TRANSIT CORRIDOR PROJECT TEAM, reported
by MARCENA M. MUNGUIA, CSR No. 10420, a Certified
Shorthand Reporter in and for the State of
California.

1 APPEARANCES:

2 FACILITATOR: DOLORES ROYBAL SALTARELLI
3 Transportation Planning Manager,
Metro

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1	I N D E X	
2		PAGE
3	Question/Answer Session	5
4		
5		
6		
7		
8		
9		
10	E X H I B I T S	
11	(None)	
12		
13		
14		
15		
16		
17		

18
19
20
21
22
23
24
25

5

1 Los Angeles, California, Thursday, March 26, 2009

2 1:30 p.m.

3

4

5 QUESTION/ANSWER SESSION

6 MR. GIBBS: With regard to the Little Tokyo Arts

7 District station, so the above-ground is serving one

8 direction and the below-the-ground is serving the other

9 direction? There's --

10 MS. SALTARELLI: Right.

11 MR. GIBBS: -- no alternative that ends up serving
12 both?

13 MS. SALTARELLI: Correct.

14 MR. GIBBS: And that's what the engineering work is
15 so far? So that's an alternative that is impossible;
16 correct?

17 MS. SALTARELLI: With that, we're open to questions,
18 comments.

19 MR. TRAN: On the alternatives that you have here, do
20 any of these alignments fall under MTA right-away or is
21 this going to be on the City right-away?

22 MS. SALTARELLI: It's going to be on the city
23 right-away.

24 MR. TRAN: Completely 100 percent; is that correct?

25 MR. BLAIR: City and private.

1 MR. TRAN: City and private?

2 MR. SOSA: That Metro has so far.

3 MR. TRAN: Is there any way we can get a couple of
4 slides, a copy of your slide like this sheet (indicating)
5 and the schedule one, make that available?

6 MS. SALTARELLI: If you signed in, we'll be able to
7 send you the complete PowerPoint.

8 MR. TRAN: Curtis Tran.

9 MR. GIBBS: Curt Gibbs, CRA/LA's Downtown Region.

10 With regard to each of those alternatives, as
11 for presenting at the scoping meetings, would you be able
12 to show what the current anticipated cost of each one
13 might be and what the currently anticipated funding
14 sources might be for each of those alternatives?

15 MR. SOSA: During the environmental analysis, as we
16 go through the next year and a half, that might change
17 dramatically and the idea about presenting the scoping
18 for what we know now for certain is so you can comment on
19 something that's for certain. The costs may fluctuate
20 and the funding sources may fluctuate.

21 So at this point, we're not prepared to show
22 those at the scoping meeting, public scoping meetings.

23 We have shown them and presented them at the

24 Board meeting in January in the A.A. phase. So it'll
25 change over time as we continue the analysis and during

7

1 the community meetings, we'll update the community on
2 those particular aspects.

3 MR. JENKINS: This is Tom Jenkins.

4 They are available on the Alternatives Analysis
5 Report, which is on the website.

6 MR. GIBBS: Right, but the numbers keep changing and
7 the funding sources keep changing.

8 MR. BLAIR: There are no environmental consequences
9 to our funding source.

10 MR. GIBBS: That's why I asked for an informational
11 item.

12 MR. BLAIR: But we're going to keep working funding
13 sources, but they do change; and especially since I think
14 they are probably changing monthly and we're going to
15 creatively keep giving you ones, but the ones we gave you

16 last week probably won't be the ones next week. We'll
17 make it available as part of our normal process, but I
18 don't know if it'll really be germane to this document.

19 MR. GIBBS: I just wanted --

20 MR. BLAIR: Curt, I will give you whatever you want,
21 as you know.

22 MR. GIBBS: I appreciate it. Thank you.

23 MR. ALLEN: Shane Allen, L.A. Fire.

24 Is this project -- has this been approved? Is
25 this funded? I mean --

8

1 MS. SALTARELLI: No. This is the first -- this is
2 the second phase of the project development process and
3 it's something that we need to do in order to select a
4 project that we will construct and that we will fund.

5 MR. ALLEN: Well, where does it sit in the queue as
6 far as there's a bunch of different projects that

7 everyone is talking about, Subway to the Sea, Phase Two
8 Expo, Gold Line expansion, Downtown connector. What are
9 its chances?

10 MS. SALTARELLI: This project is pretty dynamic in
11 the fact that it closes a two-mile gap in our light-rail
12 system and it's able to reduce transfers and really make
13 a big difference for our system and transit riders.

14 Operationally, there's a great many benefits
15 which I didn't mention, but we'll be able to connect to
16 various yards that we can't do currently. It really
17 addresses our need for expansion that will -- in terms of
18 population and growth that we're going to be
19 experiencing.

20 As I mentioned -- I might not have said that
21 we're doing this in connection with the FTA and we have
22 to go through what they call a New Starts Program. We're
23 looking at them to be a partner to potentially fund
24 50 percent of this project.

25 Both of these alternatives, the at-grade and

1 underground, really fared well under their
2 cost-effectiveness criteria. They have a threshold \$25
3 and both of these are under that. So in terms of a
4 project, it does a lot, considering that it's pretty
5 concise and it's less than two miles.

6 MR. ALLEN: I think you left out probably the most
7 important part of this project, is that it relieves the
8 Seventh and Metro as being a permanent station that can't
9 handle the population that it's been getting, but -- and
10 how are they going to decide?

11 MR. BLAIR: We actually want you guys to write that
12 part up, "This is definitely an essential thing for
13 safety, fire-light safety, exiting and capacity." So
14 we'll be asking you to speak loudly on that one.

15 MR. ALLEN: Absolutely. Where and how do you want
16 it?

17 MR. BLAIR: We'll work with you to make sure it gets
18 done.

19 MR. ALLEN: Okay.

20 MR. BLAIR: So you'd like it sooner than later? Is
21 that what you're saying?

22 MR. ALLEN: Absolutely.

23 MS. SALTARELLI: And just to add, the regional
24 connector was identified as one of the Measure R
25 projects --

10

1 MR. ALLEN: Oh, good.

2 MS. SALTARELLI: -- so it is there.

3 MR. BLAIR: And that's in funding years, the early
4 funding years, but there is a practical thing about
5 Federal funding, and Charlene is here, so she's going to
6 offer that. It certainly is a long-reach plan to be
7 proposed. It's in the early stages, as funded by
8 Measure R.

9 Sorry. I get excited.

10 MS. SALTARELLI: Comments?

11 MR. GREIN: Needless to say, there's large
12 differences between at-grade and below grade.

13 MS. SALTARELLI: Excuse me. Can you say your name
14 for the record.

15 MR. GREIN: I'm George Grein from the Sheriff's
16 Department.

17 I do have a question having to do with if you're
18 deciding to go with the at-grade, which is obviously the
19 cheaper of the two solutions. What are you considering
20 as far as at the grid crossings, for the purposes of
21 making sure the trains get where they need to go on time
22 without having any conflict?

23 Are there going to be -- is there something
24 built into the project where there will be blockades, or
25 is it going to be timed lights or how are you going to be

11

1 dealing with that potential, since they're going to be
2 crossing at grade?

3 MS. SALTARELLI: Well, it's the at-grade alarm that
4 is going to be street running and we'll allow Ray to

5 expand on that.

6 MR. SOSA: Yeah. We're going to look at everything
7 we can do to make street running safe, of course, as well
8 as make it as much a reliable system as you can make it
9 for an at-grade system. Timing of the lights is part of
10 that.

11 We work with the CPUC and Fire Department,
12 Police Department on how we can accomplish that. It's
13 too early to say that, you know, we're putting in grades
14 AA. We have at-grade running segments where we don't
15 utilize gates and we don't currently have that in the
16 design, but throughout the entire process we'll have to
17 go through and confirm that that's the solution to --

18 MR. GREIN: And that's one of the considerations,
19 because the Eastside extension is going to go revenue and
20 then they're going to put the gates in --

21 MR. SOSA: That hasn't been decided yet.

22 MR. GREIN: -- and I hope that something is learned
23 from that, so that we can make a decision so something is
24 done at the right timing.

25 MR. SOSA: Yeah. There are currently-operating

1 systems in L.A. County. The Eastside is opening right
2 now, but the Blue Line runs their liner segments without
3 gates as well, so they're -- and around the country, of
4 course, we have segments without train gates. So there
5 is a history of being able to run a light-rail train
6 safely in urban areas.

7 MR. BLAIR: Which have led to the Environmental
8 Impact.

9 MR. SOSA: Yeah.

10 MS. SALTARELLI: Yes.

11 MR. GIBBS: Curt Gibbs from CRA. With regard to the
12 Little Tokyo Arts District station, those transfers
13 involving one underground and the other aboveground,
14 would the EIR address how people would end up having to
15 transfer as it would be attempting to either come from
16 the Eastside, because they can't transfer, as to how
17 people would actually behave so we understand what Metro
18 is expecting? Will they include that in the analysis?

19 MR. SOSA: I'm sorry. What was the question?
20 MS. SALTARELLI: Our operational plan --
21 MR. JENKINS: Tom Jenkins.
22 We will know what the number of transfers are.
23 MR. GIBBS: But the question is --
24 MR. JENKINS: We will address that.
25 MR. GIBBS: -- the behavior of people, how do -- you

13

1 know, how will people -- will people go all the way to
2 Union Station and make the transfer or switch there, or
3 will they go -- are they going to go, let's say, to the
4 station on Second and Main and make the transfer there
5 and back?

6 I'm just curious what the thought process is,
7 because it's -- you know, this is a real trade-off
8 because you can't address it from an engineering fashion
9 and people are incompetent, so you're going to have to
10 predict people's behavior. I mean, I think the CRA went

11 on record, We're real concerned about that station not
12 being both ways. So --

13 MR. JENKINS: Yeah.

14 MS. SALTARELLI: In the document itself, we'll be
15 addressing from an operational plan for each of the
16 alternatives to say that -- we'll go into detail about
17 exactly where you need to transfer. We are going to go
18 into that level of detail.

19 MR. SOSA: Yeah. Yes. Absolutely.

20 MR. JENKINS: Yes.

21 MS. SALTARELLI: So the public will have, you know,
22 full disclosure as to how they're going to operate.

23 MR. POOSTI: Ali Poosti, Bureau of Sanitation.

24 I'd like to know what the depth is underground
25 that we'll be running.

1 MS. SALTARELLI: Well, with some stations, the

2 question is how far down some of the stations will be.
3 For Bunker Hill, it will be quite deep. We're looking at
4 about 130 feet down. Some -- for the underground, we'll
5 have to be underneath the Red Line. So certain areas are
6 going to be quite deep.

7 MR. ROY: It's on average about 60 to 70 feet average
8 of the tunnel, but the stations will be -- the stations
9 will be higher.

10 MR. JENKINS: 40 to 50.

11 MR. ROY: 40 feet.

12 THE REPORTER: I'm sorry. What is your name, sir?

13 MR. ROY: Gyrish Roy from Metro.

14 MR. GIBBS: Just to follow up -- Curt Gibbs with
15 CRA -- with regard to that Bunker Hill station, is it --
16 is it -- can it be in the EIR as to an exact location of
17 that station?

18 MS. SALTARELLI: Yes.

19 MR. GIBBS: So is it going to be underneath CRA's
20 properties?

21 MS. SALTARELLI: No.

22 MR. ALLEN: Shane Allen, L.A. Fire.

23 I have one more question on the intersection.
24 How are -- what's the proposed method to regulate that

25 intersection where you're going to have the two

15

1 alignments meet?

2 MS. SALTARELLI: At First and Alameda?

3 MR. SOSA: For the underground?

4 MR. ALLEN: Yes.

5 MS. SALTARELLI: Sorry. Let me just get that up
6 there. Somehow I bypassed it.

7 MR. SOSA: Do you want me to answer?

8 MS. SALTARELLI: Sure.

9 MR. SOSA: We have a concept that we talked about,
10 but we're going to have to work with LADOT and Fire and
11 everybody on that particular intersection because we have
12 a lot of activity. That's the reason why we included the
13 underpass at Adams.

14 We'll still have to maintain a frontage road for
15 the subroid development that's on the east side of
16 Alameda, and then there's also a road, right now in terms