

17 Next up, Pat Jones, followed by Mike Metcalfe.

18 MS. JONES: Hi. My name is Pat Jones, and the reason
19 why I came today is because this is so vitally important
20 for our seniors. Our seniors and our disabled can't do a
21 lot of walking. So wherever you have this Metro rail, it
22 has to be ADA accessible because, you see, now, more than
23 often, you have seniors coming out and you have seniors
24 doing their laundry, doing their shopping, and they are
25 taking these buses. They are taking these Metro rails.

16

1 It has to be safe for these individuals, the senior and
2 disabled. You have blind taking these buses and these
3 Metro rails and the concern that I have is that they're
4 not connecting these buses, number 1. So if they're not
5 connecting the buses right now, what do you think is
6 going to happen when the Metro rail comes into light?
7 Are they going to be connected, where these people don't

8 have to stand and wait?

9 There is a lot of gang retaliation, a lot of
10 gang members going out there shooting and carrying on.
11 These seniors and these disabled individuals, they can't
12 run, so they're in harm's way of whatever is out there on
13 the streets. So we have to take that into consideration.

14 Another thing we're looking at is that we're
15 dealing with -- I live in South Central L.A., so we're
16 dealing with the south, we're dealing with the west,
17 we're dealing with the east, we're dealing with Central,
18 we're dealing with Harbor Gateway, and we're dealing with
19 Wilmington; and if these buses and these connectors are
20 not connecting to fit our needs, it's like this is
21 useless for us in South L.A. because we need to make sure
22 we're connected from point A to point B, because a lot of
23 individuals -- I have a car, but a lot of individuals
24 don't.

25 I'm looking at -- I'm an advocate for these

1 individuals and they can't speak up for themselves
2 because they don't know what they need, but I know
3 basically what they need. They need to get from point A
4 to point B, and if those allegations (sic) are not
5 affordable for them, then what do they do? They're like
6 left out of the mix.

7 So I just hope you consider the seniors and
8 disabled. Thank you so much.

9 MS. KERMAN: Thank you very much, Ms. Jones.

10 Next we have Mike Metcalfe, followed by
11 Damien Newton.

12 MR. METCALFE: Thank you very much.

13 I was able to work on it a bit during the
14 Alternatives Analysis and participated in drafting the
15 Urban Design and Planning Report, and I would like to put
16 in a personal plug for the underground system as well and
17 ask everyone to remember that the underground alternative
18 does have the potential to generate terrific
19 revenue-generating public/private/joint development
20 projects, where the at-grade system is very limited,
21 perhaps Bunker Hill near the Grand Avenue Disney Hall
22 site.

23 But the underground system has that plus two to
24 three other major sites for major public/private real
25 estate transactions with Metro that would ultimately

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1 generate fiscal revenues and revenues that would go to
2 help pay debt service for the construction costs of the
3 system, and that's an extremely important economic
4 advantage, the idea of leveraging our public taxpayer
5 investment and making it generate additional funds.

6 Thank you.

7 MS. KERMAN: Thank you, Mr. Metcalfe.

8 Next, Damien Newton.

9 MR. NEWTON: Hi. I'm Damien Newton.

10 Three points, real quick. One, support
11 underground rail. As someone that lived and worked in
12 New York City, it's better, easier, faster. It's simple.

13 Second, I know the Alternatives Analysis is over

14 so you're unlikely to start studying new routing to
15 Dodger Stadium, but just in case, to heck with the
16 Dodgers. They were unwilling to raise parking by four
17 cents a customer, which would have funded the trolley bus
18 shuttle. So if they're not willing to pay up four cents
19 or work with their contractors, they don't deserve
20 transit anyway. And if you're a baseball fan and you're
21 saying, "That's not fair to me," well, you can take
22 Metrolink straight to Anaheim.

23 The last thing, you've heard a little bit about
24 multi-modalism tonight with buses. I want to throw in a
25 quick pitch for multi-modalism for bikes. Metro Board

19

1 just passed a resolution last week that's going to add
2 almost 400 racks and lockers to Metro stations, but you
3 know what? It would be easier just to put them right in
4 as you're building the stations. So let's put those in
5 on the plans. That would be great.

6 MS. KERMAN: Thank you very much. Do I have any
7 other public comments?

8 Well, with that, on behalf of Metro, I would
9 like to thank you for joining us this evening -- no, it's
10 still this afternoon. I would like to thank you for
11 joining us this afternoon and providing your continued
12 input.

13 If you would like to provide further input,
14 there are a number of ways to do so. You may complete a
15 comment form that we have available on the back table.
16 You may also e-mail us at regionalconnector@metro.net.
17 You may write us a letter and the information, I believe,
18 is on the comment form in the back. Make sure that you
19 get us your comments before May 11th and continue to stay
20 in touch with us, because we are going to continue to
21 inform you as we progress on this portion of the study.

22 You may log on to the website,
23 metro.net/regionalconnector and follow the study
24 progress. We will be continuing to engage the community
25 throughout this process. Stay tuned for future meetings,

1 and we encourage you to visit the website. We encourage
2 you to visit the registration table to make sure that we
3 have your most current information so that we may keep
4 you informed.

5 And, again, I thank USC for their hospitality
6 and I thank all of you for coming this afternoon.

7 Thank you.

8 (Pause in the proceedings)

9 MS. KERMAN: Ken, you can state your name.

10 We have another speaker.

11 MR. ALPERN: Hi. My name is Ken Alpern. I'm
12 president of the Transit Coalition.

13 First off, I want to thank the Metro staff doing
14 this project for a more comprehensive outreach program to
15 different parts of the region. I think just as this
16 regional connector will affect people from throughout the
17 county, I do appreciate you doing outreach to the
18 different populations to be affected throughout the
19 county.

20 I think this connector will be sorely missed in
21 about the next one to two years when the East side and
22 first phase of the Expo Line opens.

23 People that don't quite understand the need for
24 this will suddenly realize in a very big way how
25 important this project is, and it is my understanding

21

1 from speaking to my other colleagues on the Board of the
2 Transit Coalition that the subway portion is what is
3 preferred. Certainly we want to do things at grade and
4 inexpensively whenever we can, but for something of this
5 nature where I think the headways and ridership will be
6 something that will be much higher than any of us ever
7 could have dreamed, just as within a few years the Orange
8 Line bus way suddenly became at capacity in ways nobody
9 could have dreamed, I think the subway will be a project
10 we'll be glad we did; and if we do not do the subway, we
11 will sorely miss it because, again, the ridership and

12 headways and capacity will be much greater than any of us
13 ever could have appreciated.

14 And I appreciate again your outreach and wish
15 you all the best of luck as you pursue this vital
16 project. Thank you.

17 MS. KERMAN: Thank you. We still have two minutes
18 taking public comments.

19 I'm going to give Steve Bagby two more minutes.

20 We have two minutes, so go ahead, Steve.

21 MR. BAGBY: Thank you so much.

22 For the sake of objectivity, I just wanted the
23 Expo Line and MTA to be aware of the potential perception
24 of environmental racism involved in this. And I'm not
25 real comfortable using that word; however, the reality is

22

1 that as best I understand, there's 140 million dollars
2 being spent to go from Vermont and Exposition to La Brea

3 and Exposition, 140 million dollars to go 4.5 miles.

4 It's 185 million, 45 million dollars more, to go
5 one mile from La Cienega to Robertson.

6 Now, where is the equity there?

7 At the same time, we're hearing other projects,
8 the proposed Subway to the Sea starting at the Miracle
9 Mile on Fairfax and Wilshire going to Santa Monica,
10 totally underground, where the minority community at
11 Vermont, Normandie, Western, Arlington and Crenshaw, our
12 major corridor which is wider and does more traffic than
13 La Brea or La Cienega, is being impacted with trains,
14 maybe up to 30 times an hour.

15 Now, at La Brea and La Cienega, where you have a
16 lot of Anglo-Saxons, more upperly mobile people going
17 from Palisades -- excuse me, from Palos Verdes to
18 Hollywood, they can -- it's a flyover at La Brea and it's
19 a flyover at La Cienega, but we can't get a flyover at
20 Vermont, at Western, at Crenshaw. So the answer to this
21 would be ideally below grade. That would be the ideal
22 situation. But at the very least, where it impacts
23 schools like Ted Alexander Medical Magnet right here at
24 Figueroa and Exposition, Foshay Learning Center and
25 Dorsey High where students are impacted, it should be

1 either below grade and under grade, and it should be
2 flyover like La Brea and La Cienega at those major
3 corridors that I alluded.

4 Thank you so much.

5 MS. KERMAN: Thank you very much.

6 It's now 6:00 o'clock. I will officially close
7 our public hearing. Thank you all for coming and
8 goodnight.

9 (Proceedings concluded at 6:00 p.m.)

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Pasadena, California

Tuesday, March 31, 2009

22 Reported By:
23 SHANNON MC KEIGHAN,
CSR No. 13397

24

Job No. :

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WORKERS' COMPENSATION APPEALS BOARD
FOR THE STATE OF CALIFORNIA

Public Hearing in the Matter)
of:)
EXPOSITION CORRIDOR TRANSIT)
PROJECT - PHASE 2)
_____)

TRANSCRIPT OF PROCEEDINGS, taken at
393 North Lake Avenue, Pasadena, California,
commencing at 6:00 p.m., on Tuesday,
March 31, 2009, heard before the
EXPOSITION CORRIDOR TRANSIT PROJECT TEAM,
reported by SHANNON MC KEIGHAN, CSR No. 13397,
a Certified Shorthand Reporter in and
for the State of California.

1 APPEARANCES:

2 METRO PANEL ANN KERMAN, Constituent Program Manager
MEMBERS: DOLORES ROYBAL SALTARELLI, Transportation
3 Planning Manager

4 FACILITATOR: GINNY CASE, The Robert Group

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1 Pasadena, California, Tuesday, March 31, 2009

2 6:00 p.m.

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5 ANN KERMAN: Thank you, Dolores.

6 At this point we're going to open up the
7 meeting to public comment, and we're going to do so for
8 the next 50 minutes, or so. We are going to be here
9 and take comments until eight o'clock.

10 So, you know, feel free to make those comments.
11 Again, if you would like to speak, please fill out one of
12 these cards. They're available at the back table. Raise
13 your hand, and we'll get you one.

14 What I'm going to do is I'm going to review the
15 protocol with you quickly. And again, I'm going to call
16 three people up at a time, just so you're ready to come on
17 up. We will have two minutes for each presentation, for
18 each speaker. Please state your name clearly.

19 We have a court reporter with us who would like
20 to take down every word that you say tonight. And please,
21 again, address your comments to the project purpose and need.
22 The project alternates, and potential impacts and mitigations
23 that you think we should be looking at in this portion of
24 our study.

So with that, I would like to begin our public

1 comment portion, and I will call up Craig Thompson, followed
2 by Jerard Wright, followed by Elisabetta Taffoni-Burke.

3

4 CRAIG THOMPSON: Okay. Craig Thompson, from the
5 Citizens For Better Mobility. And the one thing I see here
6 is that there has been a route that has never been
7 considered. And that is taking the connector down Alameda
8 Street to Washington Boulevard, making a Westwood turn onto
9 Washington Boulevard to connect to the pre-existing
10 Blue Line. And also, to have a double-track wide connected
11 not only at that location, but also Washington and Flower
12 Streets to connect with the Expo Line.

13 Since I see that the purpose of a downtown
14 connector is to connect to all of rail lines, all the
15 Light Rail lines. This would look like it would be the
16 connector that would be the lowest in cost, and would allow
17 for money to be put forward -- put toward the grade-
separation
18 of the extraction on Washington Boulevard and along
19 Flower Street to be placed in the covered tunnel, that way
20 we would have an improved Light Rail Transit System with
21 higher speeds, greater reliability, great safety, and higher
22 passenger capacity.

23 We do not need to take this line through the

24 heart of downtown simply because of the fact that we have
25 the Red Line doing that. If you want to make a connection

1 through the heart of downtown, the Red Line will be there.

2 Furthermore, if you're going to complain about
3 the money you're going to spend, why not petition the MTA
4 to allow that to become a free transfer zone? Anyone
5 buying a rail ticket could ride that segment of subway
6 between Union Station and 7th and Metro Center absolutely
7 free.

8 Thank you.

9 ANN KERMAN: Thank you, Mr. Thompson. Next up,
10 Jerard Wright, followed by Elisabetta Taffoni-Burke,
11 followed by Albert Taffoni.

12 JERARD WRIGHT: All right. Good evening, everybody.
13 I hope you can hear me. I'm just glad this process is
14 actually out here in Pasadena and outside of downtown
15 because this is more than just a downtown project. It does
16 impact Pasadena. It impacts Long Beach and it impacts
17 other future rail corridors that the system will connect to.
18 The one main interest the Interest Transit Coalition has
19 first of all, is that particular Y.

20 Just looking at what type of mitigation, other
21 than pedestrian bridges, you know, looking at the -- working
22 with the L.A. DOT with implementing a traffic study or
23 traffic plan while on Temple or Second to kind of do a
24 one-way street. Something to mitigate that particular

crossing and even just close off the First Street portion

1 for auto traffic and just leaving that as a pure train
2 walk uninterrupted, unimpeded.

3 So that's the main interest, but I'm so glad to
4 see this process pushed forward and I would like -- love
5 to see this open by 2016. We need this desperately. We
6 desperately need this project. And thank you for your
7 time.

8 ANN KERMAN: Thank you, Mr. Wright. And next,
9 Elisabetta Taffoni-Burke, followed Albert Taffoni, followed
10 by John Laur.

11 ELISABETTA TAFFONI-BURKE: Hello. My name is
12 Elisabetta Taffoni-Burke. I'm a resident of Pasadena and I
13 came here because I would like to bring to your attention
14 and bring in consideration, to not to have the Light
15 transportation above ground.

16 I see that directly leaving here in Pasadena, on
17 California Boulevard, I see the impact that the Light Rail
18 has when it comes out of Old Town and goes to Del Mar,
19 California and Glenn. Where there is a back up of traffic
20 in the rush hours for long time.

21 And Pasadena will have much more inhabitants in
22 the near future. So I really think downtown being such a
23 busy center would really be ineffective by the Light Rail
24 on the ground.

I am Italian and I come from Rome and I was born

1 and raised there. And we have a Metro, and Metro has been
2 built through difficult time, to begin. Because Rome has
3 monuments underground, but it is underground. I really
4 think you should consider not to have anything on the
5 surface. This is my suggestion.

6 ANN KERMAN: Thank you so much, Ms. Taffoni-Burke.
7 Albert Taffoni, followed by John Laur, followed by
8 Ken Ruben.

9 ALBERT TAFFONI: Well, as a senior citizen, I feel that
10 I represent probably seems to be the oldest person here. I
11 remember Los Angeles, especially downtown when it was Old
12 Los Angeles, the tunnels and hills and Bunker Hill.
13 Practically that's all been destroyed.

14 Now, they're deciding to put a surface line on
15 Second Street tunnel, when I've seen all the other ones
16 destroyed. If they're insisting that they go that route
17 on Second Street, underground is the only way to go.

18 Light Rail or not or keep it the way it is.
19 Mr. Thompson had a very good point if it's above ground,
20 we all need it. And the other street where the Blue Line
21 is located, we're discussing right in the center and it
22 should be underground, no other choice.

23 No way in destroying that tunnel. We don't
24 need heavy passages. We want the people to be able to

walk. We want the cars to have a place to park, and the

1 parking structures, but we need an underground system.

2 That is the only way to go. It will cost a little bit
3 more money. We've already destroyed -- because we never
4 connect with anything, over and over and over and over.
5 Thank you.

6 ANN KERMAN: Thank you Mr. Taffoni. Next up John Laur,
7 followed by Ken Ruben, followed by Harold Leacock. I'm
8 sorry. John Laur?

9 JOHN LAUE: L-a-u-e, is the last name. And I used to
10 work as a transit coordinator for the City of Pasadena, so
11 I'm pretty familiar with the early planning stage. And it's
12 a real crime and tragedy that the thing wasn't done in the
13 beginning because now we have to rebuild it, but that's
14 water under the bridge.

15 I am actually in favor the at-grade alternate.
16 Because I think that Downtown L.A., one thing -- I mean,
17 downtown L.A. after 5:00 o'clock is pretty dead and there
18 is a need for a life there.

19 If you go to San Diego, Sacramento, there are
many,
20 many cities where Light Rail -- Light Rail is -- Heavy Rail
21 is for subways, Light Rail is for at-grade, and it could be
22 done -- if it's done in the right way, Light Rail through
23 downtown with additional stops, I really believe that there

24 needs to be a stop in the Broadway area between Broadway and
25 Spring Street.

in

1 If you're going to use Light Rail downtown, make
2 sure it has stops where people need it. And the below-grade
3 is a viable alternative, but the cost needs to be looked at.
4 I don't believe that there's just a \$200,000,000 difference
5 cost between these two. I can't believe when somebody said
6 it's \$700,000,000 for the at-grade and \$900,000,000 for the
7 below-grade. I don't believe those costs are accurate.

8 I also think this the gentleman here had a really
9 good suggestion as far as another alternative -- I don't know
10 why this wasn't looked at, but they're talking about getting
11 transit through one end to the other. That would be the way
12 to go.

13 But I think that the idea, you know, go to
14 Downtown L.A., you don't really see any sign of the transit.
15 And, I mean, at that time -- rail transit -- so you see
16 subway stairs. We want to get people out of their cars and
17 using the system. You need to have some visibility, which
18 we don't have right now.

19 And I don't think we should be designing systems
20 for the benefit of the car. So the cars have to wait for a
21 while at certain stops at-grade, too bad. You know, we need
22 to be putting transit at forefront and pedestrians, and not
23 the convenience of cars in Downtown L.A. Thank you.

24

ANN KERMAN: Thank you very much, Mr. Laue. Ken Ruben,

25

followed by Harold Leacock, followed by Brigham Yen. And

1 I'd like to also invite, if anyone else would like to speak,
2 please fill out a card.

3 KEN RUBEN: Ken Ruben, I've lived in L.A. most of my
4 life and there are several friends of mine here tonight.
5 Some are more expert on the downtown connector than I am,
6 but I've read putting the Gold Line here. Today, taking the
7 Red Line to the Gold Line, walking to Union Station,
8 something that would be eliminated with the connector.

9 They asked Ray earlier about if the lines would
10 actually operate from the connector to the Blue Line going
11 to the connection with the Gold Line. And then, would you
12 go to East L.A., Pasadena, or both, and he said it would be
13 both.

14 And it's the same, I've been told, going south,
15 it would go to Long Beach and Culver City. Incidentally, I
16 live in Culver City and the Expo Line will only open as of
17 right now, unless there's somebody at the meeting -- Jerard
18 and I were talking about Thursday at the Exposition
19 Authority, whether it would open -- it would open at
20 Crenshaw, not Culver City, till 2011, that was mentioned
21 earlier.

22 Anyway, my point was that there's so many
23 different aspects. As far as the connections are concerned,
24 just really in the last few days, I like an underground only

because I know the traffic on the bus through downtown.

1 I've ridden every major -- I think most of the major lines
2 to downtown and there's too much traffic.

3 I know subway would be a lot more expensive, and
4 I don't argue that. If you have it through the subway, and
5 then connect with the Gold Line down Alameda and what, First?

6 So far where it's being built now, you have a
7 better chance of less traffic. Personally, I like
8 Light Rail all over the place. Like I said, I was on --
9 in fact, I think I'm the only one here who was actually on
10 the first run of the Gold Line out of Union Station with
11 36 others.

12 And that -- well, I wasn't mentioned. Well,
13 others were, as far as back in 2003. So there's a lot of
14 factors. I'll have to talk to Craig about his proposal.
15 I think I'm out of time so anyway those are some of my
16 comments. Thank you very much.

17 ANN KERMAN: Thank you, Mr. Ruben. Harold Leacock,
18 followed by, Brigham Yen, followed by Richard Powers.

19 HAROLD LEACOCK: Good evening, everybody. My name is
20 Harold Leacock, for the record. I'm associated with the
21 Citizens Of Better Mobility. It's known as a think tank
22 for better rail travel around Los Angeles.

23 And I appreciate coming -- this my first time
24 speaking at one of these. I've been to many of the scoping

meetings, but I'm just a listener, but not really a

1 commenter. I'm glad I have a chance to comment.

2 My take on this, on your page four, on your
3 sheets here, is the underground portion. I know I disagree
4 with my co-partner, Craig Thompson, because he's a rail
5 lover from New York, like I am.

6 And my take on the underground is better because
7 right now the system is going to go through a dense
8 population. When you have dense population, it's the best
9 thing. And it's a low impact system underground. You
10 don't want to be coming above ground in a highly dense
11 population because right now, the Gold Line is built in
12 east side.

13 It took a great impact because it's a surface
14 extension. A lot of businesses suffered. So I'm in favor
15 of the underground portion of this connection problem, or
16 solution here because it's low impact for businesses.

17 The line is already underground at 7th Street.
18 It's just a matter of digging a tunnel to connect over to
19 Little Tokyo. And the portion that was dug for the Gold
20 Line going to the east side was 1.8 miles, I think it was.
21 And it didn't take very long to dig that tunnel through.
22 I'm sorry. I'm out of time, but I am for the underground
23 portion. Thank you.

24 ANN KERMAN: Thank you Mr. Leacock. Brigham Yen,

followed by Richard Powers, followed by Whitman Lam.

1 Brigham left? Okay. Richard Powers.

2 RICHARD POWERS: My name is Richard Powers. I'm an
3 instructor at Los Angeles Trade Tech. For the past 14 years
4 I've been commuting from Pasadena to Trade Tech to give
5 classes nine months a year.

6 I -- at the beginning, I used to go completely
7 by bus from San Marino to the 79 Line. When the Gold Line
8 became available, I began taking the Gold Line, but it
9 actually means taking a bus to the Gold Line to the
10 Red Line to the Blue Line.

11 From my experience, I find it would be marvelous
12 if I could be taking the Gold Line to Trade Tech or when
13 I go to LAX. I would have at least two less transfers.
14 When I fly, I have to transfer five times to get to the
15 airport, and it takes two-and-a-half hours.

16 And I'm concerned about any at-grade alternative
17 because from any experience on the bus, whenever there was a
18 demonstration from the city hall, or there was a major
19 funeral at the cathedral, traffic downtown was disturbed and
20 buses ended up going various places.

21 You don't want that. You want to be able to the
22 depend to get to where you need to go and know that there
23 won't be about demonstration or funeral stopping from
24 beginning your class on time. Thank you.

ANN KERMAN: Thank you Mr. Powers. Next we have