

**Appendix J**  
**Agency Scoping Transcript**



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22 Reported by:

23 MARCENA M. MUNGUIA,  
24 CSR No. 10420

24

25 Job No. :  
B1346NCO

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BEFORE THE

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METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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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 )

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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

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1	I N D E X	
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1 Los Angeles, California, Thursday, March 26, 2009

2 1:30 p.m.

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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 --

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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

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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

17 of our concept, next to the Japanese American National  
18 Museum and because they have an entrance and exit as  
19 well.

20           So far, our design meets the standards, the  
21 typical standards, but definitely we have to go through  
22 the process of working with everybody during this EIR,  
23 the draft of the report. And in addition to that, we  
24 have the pedestrian bridge as well. We may restrict  
25 pedestrians to move in certain areas across the street.

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1 You know, all that will be detailed after hearing your  
2 comments and then working with the industry.

3           MR. ALLEN: Yeah, because there's a lot right next --  
4 you know, right next to the station there that you could  
5 bring a portal up out of the ground and not affect any of  
6 that and then just tie it into the bridge going up.

7           MR. SOSA: Which lot is that?

8 MR. ALLEN: Just east of the station there.

9 MR. SOSA: The northeast station? That's the  
10 private-company development which has been very active in  
11 trying to get development there for the community, and  
12 last year the City awarded the development of that site  
13 and we're coordinating with them so that there are  
14 opportunities to do something like that. But right now  
15 we've designed it so that we're not dependent upon the  
16 site.

17 There are issues with doing that which we looked  
18 at during the A.A. process as well. There are traffic  
19 issues, because your trains have to get into that  
20 property to be able to get underneath First and Alameda,  
21 which makes that property very difficult to utilize, from  
22 the development standpoint.

23 In addition, we'd have to remove the Little  
24 Tokyo Arts District station if we were to do that. So  
25 then the community -- when we presented that to the

1 community as well, they were not in favor of having that  
2 station removed.

3 MR. ALLEN: Well, it would be two separate  
4 alignments, wouldn't it?

5 MR. SOSA: If we had an opportunity to use the  
6 property, there may be other ways to go about it, but  
7 we're willing to work with them if they're able to allow  
8 us to do that.

9 MR. GREIN: George Grein of the Sheriff's.

10 What's the thought process you were mentioning  
11 about somebody could ride all the way from one point to  
12 another without having to get another ticket? How's that  
13 going to work? Is that a terminal at First and Alameda  
14 or would the rider continue on on the Gold Line  
15 extension?

16 MS. SALTARELLI: Uh-huh.

17 MR. GREIN: So, in other words, you're going to have  
18 the line coming out of Union Station and the line coming  
19 through the Downtown connector coming together at that  
20 point and the same thing at Seventh and Metro?

21 MS. SALTARELLI: Possibly. Well, keep -- the initial  
22 operating plan is you would be coming from Pasadena,



23 leaving Union Station -- this would be for the  
24 underground alignment -- going to the Little Tokyo Arts  
25 District and then going through Downtown; and depending

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1 on which train you're on, you would either go down to  
2 Pasadena or -- sorry -- to Long Beach. And then coming  
3 back up, you would again have to be on the right train  
4 and you would either be going back up to Pasadena or then  
5 you would be going to the Eastside.

6 MR. GREIN: So the existing Gold Line extension, Gold  
7 Line -- sorry. The existing Gold Line would be the line  
8 you're talking about, and that becomes -- it goes through  
9 Downtown, and the East L.A. is a separate line coming in,  
10 both using that one short distance?

11 MS. SALTARELLI: Yes.

12 MR. GIBBS: You know, that's always been confusing.  
13 When you're doing your scoping meetings, maybe you should

14 just do a slide that really lays it out so people  
15 understand when they're coming from Long Beach that these  
16 are their choices as to which direction you go, depending  
17 on the alternative, so it's really laid out very clearly  
18 for everyone, 'cause it's hard to keep track of it.

19 MR. JENKINS: Yeah. I think if it provides a lot of  
20 flexibility -- Tom Jenkins -- a lot of flexibility, but  
21 you have to explain how people would use it on that.  
22 But, I mean, you could go -- as an example, we're talking  
23 about if you were in Downtown Pasadena.

24 Let's say you got onto the Pasadena line, the  
25 Gold Line, and you wanted to go to L.A. Live as an

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1 example. That would be, in essence, one seat. You'd sit  
2 down and you'd get off at Pico. Right now, to do that,  
3 you would have to transfer twice and that gets to what  
4 we've talked about in one of the benefits, is reducing  
5 our problems at this station and at Seventh and Metro

6 with the transfer issues.

7           So -- and right now, if you pay cash fare, that  
8 would cost you \$3.75 to do that under the current fare  
9 structure. Under this, it would be \$1.25 under the  
10 current fare structure, but there's a lot of benefits to  
11 the rider not only in time but costs, and there's  
12 operational efficiencies in there because of reducing our  
13 issues at Union Station and Seventh and Metro, not just  
14 moving people up and down the corridors to get them back  
15 and forth to trains.

16           MR. GIBBS: So would you have time to do another  
17 Board like that, a summary board? I think it really  
18 helps people understand what each of these alternatives  
19 means, especially for those that actually ride the rail  
20 system.

21           MR. BLAIR: You know, the San Francisco  
22 system has a series of colored lines that overlap each  
23 other and, Curt, if we're not explaining it clear, we've  
24 got to do it better. So the answer is we'll work on it  
25 on this site.

26           MR. JENKINS: This way, the basic operating plan is

1 if you lived on the Eastside in Boyle Heights and you  
2 wanted to, say, go to USC, if you were to go to school  
3 there or L.A. Trade or more to USC, that would be a  
4 single ride across Downtown on that, clear to the USC  
5 station, or go clear to Santa Monica when Expo phase two  
6 is up.

7           And even from Pasadena, it would only be one  
8 transfer from that. You could come from Pasadena and  
9 come down. You might -- and you could transfer at any of  
10 those stations in Downtown. You don't have to transfer  
11 at Seventh and Metro or Union Station. You could  
12 transfer at the one at Bunker Hill and catch the train  
13 out to Santa Monica. So you have to have -- that's where  
14 you were talking about where you might transfer. There's  
15 many opportunities to do the transfer to sort of spread  
16 the grief of the transfer, and some might be easier than  
17 others, but in Downtown those trains would each run  
18 five-minute headways. Combined, you would have  
19 two-and-a-half -- every two-and-a-half minutes, you'd see

20 a train coming through Downtown.

21 MR. GREIN: Just a clarification. George Grein  
22 again. If you're coming from the Eastside from the  
23 soon-to-be-built Gold Line extension, if you're coming  
24 from Boyle Heights and you want to go to SC, it's still  
25 going to be a connection at First and Alameda; correct?

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1 MS. SALTARELLI: No.

2 MR. JENKINS: No. You'd go straight through.

3 MR. GREIN: So we've got some trains --

4 MR. JENKINS: If you got on the train at  
5 Boyle Heights, and the concept that we had laid out on  
6 the first or second slide there, the east-west line, you  
7 would get on that train and the next time you want to get  
8 off of it would be at SC.

9 MR. GREIN: So what you're saying is that, what,  
10 every other train would be doing that and the other  
11 half --

12 MR. JENKINS: No.

13 MR. GREIN: -- is going to be going to Union Station?

14 MR. JENKINS: No. In this operation --

15 MR. GREIN: I'm confused.

16 MR. JENKINS: -- you would not be able to go to Union

17 Station, coming from the Eastside, in this concept.

18 MR. BLAIR: I think, George -- if I can, whatever

19 we're operating today, once the original connector is in,

20 it will operate differently.

21 MR. JENKINS: It will operate differently.

22 MR. GIBBS: That's something people don't realize.

23 MR. JENKINS: I know what you mean and right now --

24 MR. GREIN: And I'm familiar with the system and I'm

25 confused, 'cause I don't know how they're going to do

22

1 that connection.

2 MR. JENKINS: If you go back -- and remembering doing

3 the Red Line extension to the Eastside, that's what it  
4 would be.

5 MR. GIBBS: You doing that, do the colors of the  
6 lines have to change?

7 MR. BLAIR: I think we'll have to redefine the  
8 system, but the easiest way to make this issue clear, we  
9 are going to run, based upon this environmental document,  
10 a north-to-south run and an east-to-west run. That's it.  
11 We have the options and the flexibilities of doing all  
12 kinds of things; but for practical purposes, it's  
13 Pasadena to Long Beach and it's East L.A. to the  
14 Westside, and those are the two lines. In the middle  
15 you've got four or five opportunities to change any time  
16 you want, but there's no one station you have to change  
17 at. We're going to overlap several of them.

18 As you mentioned, Shane, we've got some concerns  
19 now at Seventh and Metro now for transferring. This will  
20 allow us to disburse some of those populations to four or  
21 five other stations. This is a chance to do that, work  
22 through a few. But what we operate today is different  
23 than what we're going to operate once the system is in  
24 place.

25 The huge advantage that has been mentioned, this

1 is fast. Instead of 20-minute transfer times for various  
2 locations, you can sit down one time to get to your  
3 destination and save yourself anywhere from 10 to 20  
4 minutes or so per direction. So if you're doing this  
5 every day, that's somewhere between 20 and 40 minutes  
6 transportation time saved every single day. So the whole  
7 system runs faster, it runs quicker north, south, east,  
8 west, and the operations are better.

9 MS. SALTARELLI: And I would like to add that this is  
10 our initial operating plan. As I mentioned earlier,  
11 we're going to have a lot of changes in the next 20  
12 years. The regional connector closing the gap in the  
13 light-rail system gives us a lot of flexibility and we  
14 can change our operating plan based on what our needs  
15 are, so that's the beauty of this project.

16 Any other questions?

17 Well, as a conclusion -- thank you -- I'd just



18 like to remind everybody to please submit comments to us  
19 during the scoping period, which ends on May 11th. As I  
20 said earlier, we're going to engage you throughout this  
21 process. If you have any questions, comments, you know,  
22 outside of May 11th, please call me and, you know, we  
23 look forward to working with you during this phase of the  
24 project. Thank you.

25           And just to add, you know, please sign in and

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1 we'll be sending everybody a copy of the presentation.

2 So thank you very much.

3           (Proceedings concluded at 2:10 p.m.)

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