

THE BORING COMPANY'S DUGOUT LOOP HIGH SPEED TRANSPORTATION PROJECT
Public Scoping Meeting on 08/28/2018

CITY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING, ENVIRONMENTAL MANAGEMENT GROUP

HOSTING PUBLIC SCOPING MEETING

IN THE MATTER OF:

THE BORING COMPANY'S

DUGOUT LOOP HIGH SPEED TRANSPORTATION PROJECT

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING

DODGER STADIUM
1000 VIN SCULLY AVENUE
LOS ANGELES, CALIFORNIA 90012

TUESDAY, AUGUST 28, 2018
6:15 P.M. - 6:52 P.M.

REPORTED BY:
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Certified Shorthand Reporter
CSR Number: 8081

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APPEARANCES

THE BORING COMPANY

Mike Thompson, Principal Geologist

CITY OF LOS ANGELES, BUREAU OF ENGINEERING

Dr. Jan Green Rebstock, Environmental Supervisor II

Jordan Maxwell Talmage, Environmental Specialist II

PUBLIC COMMENT (In order of appearance)

Daniel Kawalsky

Scott Nolan

Patrick Lundquist

Emily Murphy

Chris Ellington

Tom LaBonge, (Retired, Los Angeles City Council)

Nat Redfern

Andrew Grosvalet

Hailey Cockrum

Chris Charhut

Patrick Dennis

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1 If you're interested in speaking tonight, you
2 must obtain a speaker card from the table at the
3 entrance plaza, and each speaker will have about two
4 minutes to speak.

5 At this point, I will turn the presentation over
6 to Mike Thompson so you can learn about the Dugout Loop.

7 MR. THOMPSON: Thank you, Jan.

8 As Jan mentioned, my name is Mike. And, on
9 behalf of The Boring Company, we would like to welcome
10 everyone here this evening to learn a little bit more
11 about the company, about the Dugout Loop Project, and to
12 participate in the CEQA process.

13 We would like to thank the City's Bureau of
14 Engineering for their role as the agency in the
15 environmental review. We'd also like to thank the
16 Dodgers' organization for their partnership in this
17 Project, as well as for hosting us here this evening in
18 iconic Dodger Stadium.

19 Before talking more about the Project, we'll
20 talk a little about The Boring Company and our mission
21 to provide sustainable transportation here in
22 Los Angeles.

23 So The Boring Company was founded by Elon Musk,
24 CEO of Tesla Motors, as well as SpaceX, to solve -- or
25 to help solve what he refers to as "soul-destroying"

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1 traffic.

2 Now, as Angeleños, as Dodger fans alike, we can
3 all attest to the fact, in L.A., we've all spent time
4 lost on roads in congestion here.

5 So the goal of The Boring Company, our mission,
6 is to augment exiting transit networks by constructing
7 tunnel infrastructure to serve for transportation
8 technology we refer to as "Loop."

9 So what is Loop?

10 Loop is a zero-emissions, high-speed,
11 underground public transportation system.

12 In Loop, the public will be transported in
13 electric skates, which you can see here in the image
14 shown on the slide.

15 And each electric skate can carry up to 16
16 passengers. They're battery operated, and are,
17 basically, based off of modified Tesla Model X chassis.
18 The great thing about Loop is that they're high speed
19 and can travel at up to 150 miles per hour.

20 And what is Dugout Loop?

21 So Dugout Loop is a loop system proposed to run
22 from here at Dodger Stadium to a western terminus either
23 in the neighborhood of Los Feliz, East Hollywood, or
24 Rampart Village.

25 Dugout Loop would consist of one Main Artery

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1 Tunnel. It could be about 3.6 miles long. It would
2 also consist of a tunnel boring machine Launch Shaft,
3 which would be located at the Dodger terminus, and would
4 be converted to a Loop Lift, or Small Station. There
5 would also be another Loop Lift located on the western
6 terminus.

7 Additionally, there would be up to six Access
8 Shafts, which would be distributed along the line. And
9 we'll talk about each one of these a little bit more.

10 So, currently, for the western terminus, we're
11 evaluating three different design concepts where that
12 would be located.

13 On the eastern terminus, it will start at
14 Dodger Stadium, as mentioned, and proceed under
15 Sunset Boulevard.

16 On the western end, all three of these design
17 concepts have one thing in common, is that they will
18 terminate in the vicinity of an existing Metro Red Line
19 Station.

20 And here you can see there are three different
21 design concepts.

22 Design Concept 1, which would terminate in
23 Los Feliz at the north, would proceed under
24 Sunset Boulevard and terminate at the vicinity of
25 Sunset and Hollywood Boulevards.

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1 Design Concept 2, shown in teal, would branch
2 off of Sunset Boulevard at Santa Monica Boulevard and
3 terminate in the vicinity of East Hollywood.

4 And Design Concept 3, shown at the bottom of the
5 page, would branch off of Sunset Boulevard at
6 Silver Lake Boulevard and terminate in the vicinity of
7 Rampart Village.

8 Although we're evaluating three different design
9 concepts at this time, only one will ultimately be
10 selected and constructed for the western terminus of
11 Dugout Loop.

12 So we'll talk about a little bit more the key
13 components of Dugout Loop, beginning with the
14 Main Artery Tunnel.

15 So, as mentioned, there will be a single tunnel
16 for Dugout Loop, which will be located for the majority
17 under public right-of-way or under land that would be
18 owned or leased by The Boring Company.

19 One thing to make clear, which is important, is
20 that the tunnel would not go under anyone's homes or
21 businesses.

22 The tunnel would be constructed using Tunnel
23 Boring Machine, or TBM, technology, which is a very
24 common technology for infrastructure projects around the
25 globe, including right here in L.A. for the Regional

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1 Connector and Metro Purple Line Extension projects.

2 Following construction of the tunnel, we would
3 build what I refer to as "Concrete Shelves," which serve
4 as the lateral guiding rail for the electric skates.

5 And, on the right, you can see an example of the
6 electric skate in the tunnel, the tunnel surrounding it,
7 and then the concrete shelves, the lateral confinement.

8 Each tunnel would be a 13-and-a-half-foot outer
9 diameter and 12-foot inner diameter. And, generally, it
10 would be two tunnel diameters, or typically 30 feet, to
11 the top of the tunnel. And the reason for that is that
12 a two-tunnel diameter is -- you, generally, won't
13 perceive any of the vibratory or noise impacts that
14 might be associated with TBM technologies. But that's
15 not to say we can't go deeper.

16 So if, for instance, there would be any buried
17 utilities or deep bridge piles, we can always go deeper.

18 All right. So the way that the TBM would be
19 entered into the tunnel would be through a TBM Launch
20 Shaft. And that would occur on the Dodger Stadium and
21 either on -- in the Dodger Stadium parking lot or on
22 adjacent land.

23 And this point serves as the main connection
24 between the surface and the subsurface. So, in other
25 words, it's the area where most of the tunnel support

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1 operations would occur.

2 So as the TBM advances, it operates in repeated
3 cycles every five feet. It will mine out five feet of
4 excavated material, and then it will build the
5 structural lining of the tunnel.

6 And what comes out of the tunnel is this
7 excavated material, which is referred to as tunnel
8 "muck." And what goes into the tunnel are the concrete
9 lining segments, the TBM itself, as well as utilities
10 and ventilation shafts, and the concrete shelves once
11 they're constructed.

12 And here you can see an example of the TBM
13 Launch Shaft currently in use for The Boring Company's
14 R&D test tunnel in Hawthorne, California, which would
15 serve as a good example of what to expect.

16 So following construction of the tunnel, the TBM
17 Launch Shaft would be converted to a Loop Lift.

18 And here you can see an example of two different
19 Loop Lifts. Loop Lifts being, you know, small stations
20 which serve as the entry and exit points for riders of
21 the loop system.

22 So, on top, you can see two different -- or you
23 can see two different examples of what a Loop Lift might
24 look like.

25 On top, you have a ramped option, where riders

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1 would board at the surface, and then they would enter
2 into the tunnel along the ramps.

3 And then you also have the elevator option,
4 where skates would be stored at the surface, but riders
5 would actually board in the -- basically, at tunnel
6 depth, and the skate could be lowered using an elevator.

7 And, lastly, there would also be up to six
8 Access Shafts, which would serve as ventilation, as well
9 as access and egress for either maintenance or emergency
10 access, if needed.

11 These would be 12-foot diameter. And they would
12 either be covered with a small shed, as shown in the
13 image above, or covered with a grate, as shown in the
14 image below.

15 And these will be linked to the Main Artery
16 Tunnel, linked using, basically, a lateral tunnel, which
17 we would refer to as a tunnel "spur."

18 So a little bit more about construction.

19 So, first of all, how long will construction
20 take?

21 We anticipate it will take approximately 14
22 months from initial groundbreaking to an ultimate
23 functional Loop.

24 And what will we do with all the dirt?

25 The trucks will take approximately 150,000 cubic

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1 yards of soil. Those will be taken to disposal
2 facilities along City-approved haul routes.
3 Additionally, The Boring Company is developing
4 brick-making technology to utilize, and sustainably
5 utilize, the muck that is generated from the tunneling
6 to find a more sustainable option and avoid putting it
7 in landfills.

8 Will you see, hear, feel the TBM?

9 So the City will study noise and vibration
10 impacts as part of the EIR. But, generally speaking,
11 and as we mentioned, you know, at the depth that we will
12 be tunneling, you generally won't see, hear, or feel it.
13 So another benefit of tunneling technology is there
14 won't be any major road closures similar to building
15 highways.

16 And what about earthquakes?

17 Well, tunnels, when designed properly, they're
18 known to actually serve as some of the safest places
19 during an earthquake. For example, they've been
20 utilized for emergency access, as well as, you know,
21 supply lines during earthquakes when above-ground
22 infrastructure has been damaged. Nevertheless, this
23 will be studied more in the EIR.

24 And here is what we envision for operations of
25 Dugout Loop.

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1 So, first of all, when will the system operate?

2 So initial operations of Dugout Loop will be
3 specifically for events here at Dodger Stadium, you
4 know, either games, concerts, et cetera. Ultimately,
5 there is potential for, you know, increased operations
6 for regular operation of the Dugout Loop.

7 How many passengers can ride it?

8 So there will be approximately 1400 passengers
9 to ride on the Dugout Loop and up to 2800 potentially
10 with extended service. So we wouldn't be serving all of
11 the capacity of Dodger Stadium, of course, but we would
12 be serving a major population to alleviate traffic in
13 L.A. And, ultimately, it would get people here in four
14 minutes. Very quickly.

15 So where will we store the skates?

16 The skates will be stored at the western
17 terminus, and they will be brought over here during
18 events one by one as passengers come to Dodger Stadium.
19 They would temporarily be stored here during an event,
20 and then wait until people go back. And so Dodger fans
21 or concertgoers would get back in the skates, they would
22 go back to the western terminus, where they would be
23 stored until the next event.

24 Are we coordinating with Metro?

25 Absolutely. So Metro is a very close partner of

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1 ours, and we coordinate with them on a regular basis.
2 Metro will also be involved in the approval process for
3 both the construction and operation of Dugout Loop.

4 And how will riders buy tickets?

5 So riders will reserve tickets through a
6 reservation system. It will be similar to booking a
7 movie ticket. And that will be done either using a
8 mobile app either on the phone or in person.

9 For example, if you were to -- if you were to
10 come to a 7:05 start time at Dodger Stadium -- you might
11 wait for a helicopter to fly over.

12 (Noise interruption.)

13 If you're going to a 7:05 start time for a game
14 at Dodger Stadium, you might take a 6:30 Dugout Loop
15 departing from the western terminus. That would get you
16 here by 6:34 p.m. That would give you plenty of time to
17 get in through security, to go grab your seat, and also
18 grab a Dodger Dog before first pitch at 7:05.

19 Lastly, how much will it cost?

20 We're still working out the final pricing, but
21 anticipate that it will cost around a dollar.

22 So before I hand it back to Jan, I just want to,
23 again, thank everyone here for being here this evening.
24 We're very excited about the Dugout Loop Project, very
25 excited to work with the City, as well as the Dodgers,

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1 and look forward to your comments.

2 Thank you.

3 DR. GREEN REBSTOCK: Great. Thanks, Mike.

4 Okay. So, now, I'm going to give you an
5 overview of the Environmental Review Process that we're
6 about to embark on.

7 So, right now, we are in the Scoping period.
8 And we're holding this public meeting. And we are
9 collecting comments from public agencies and the general
10 public and stakeholders about what the scope of the
11 environmental review should include.

12 Your comments are going to be due
13 September 17th. And we're taking all of those comments,
14 considering the scope of our technical studies, and then
15 we're going to go off and prepare a Draft Environmental
16 Impact Report, and then release that for your review
17 again sometime next year.

18 We'll discuss the results of those studies, and
19 then consider if any adjustment should be made to the
20 Project design or the scope of the technical reports,
21 and then prepare a Final Report.

22 And then that Final Report will be presented to
23 the City Council in their consideration of the Project
24 approval and any permits that are required. For
25 example, for this Project, a tunnel excavation permit is

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1 going to be required by City Council.

2 And so the target is to complete that process by
3 next year.

4 Okay. Now, I'm just going to go into a little
5 bit of detail about the range of environmental issues
6 that we look at in the Environmental Review Process.

7 And so there's 17 Environmental Resource Areas.
8 You can see those up on the board. And they range from
9 "Aesthetics" to "Utilities."

10 And the City has published an Initial Study,
11 which gives you kind of a first take of what we think
12 are going to be the major issues associated with this
13 Project and what we think need another look in the
14 Environmental Impact Report. And I'm going to just
15 touch on a few of those, briefly.

16 So one of those is Aesthetics. And when we look
17 at Aesthetics, we consider how the proposed Project may
18 impact the existing visual character or quality of the
19 Project site and its surroundings. So there may be
20 visual impacts associated with construction activities,
21 like the large machinery. And most of the time,
22 construction areas are fenced with privacy screen for
23 this reason.

24 And regarding operations, we'll look at how any
25 structures associated with the Project may visually

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1 affect structures with known or potential historical or
2 cultural significance. And we also look at how they
3 might impact any potential scenic vistas.

4 Lighting from construction activities and
5 operations are also considered.

6 Okay. Regarding air quality, we want to look at
7 how emissions are generated during construction
8 activities and operations and how they're consistent
9 with Federal and State Air Quality Standards.

10 So you may know that we are located in the
11 South Coast Air Basin, which is under the jurisdiction
12 of the South Coast Air Quality Management District. And
13 we are currently in serious non-attainment for ozone,
14 PM10, PM2.5, for particulate matter in microns and
15 2.5 microns, and lead.

16 And so anytime there is a proposed Project that
17 could also contribute to emissions over those standards,
18 we look at how to control those emissions and what
19 potential mitigation measures could be applied.

20 So those things will be looked at in the
21 Environmental Impact Report, along with any associated
22 greenhouse gas emissions.

23 Okay. Moving on, we're going to talk a little
24 bit about cultural, historic, and paleontological
25 resources.

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1 So the Initial Study identified sites within or
2 adjacent to the proposed Project area. There were eight
3 structures listed. And many of those are on
4 Sunset Boulevard.

5 Structures more than 50 years old that meet
6 certain criteria could be eligible for listing on the
7 National Register of Historic Places, and they could
8 also qualify for a local listing. So those things that
9 might qualify will be evaluated in the EIR.

10 Construction of ventilation shafts could cause
11 impacts to historic structures because they may be more
12 sensitive to settlement or vibration than other
13 structures. This will also be further evaluated in the
14 EIR.

15 And then since we're tunneling, we're looking at
16 potential -- you know, encountering potential
17 archaeological resources, which are artifacts of human
18 life or activity that are at least 100 years old and
19 that could be of archaeological interest.

20 We're also looking at -- because we're going
21 potentially down to 70 feet -- encountering any
22 paleontological resources or fossils. So the potential
23 for that will also be discussed in the EIR.

24 Moving on to Hazards.

25 The Project may require the removal of

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1 contaminated soils during construction. And the Initial
2 Study discusses some of the known contaminated sites
3 that are along the proposed Project corridor. So the
4 EIR will look at this in more detail.

5 We also discussed in the Initial Study that the
6 proposed Project is located within a designated methane
7 zone within the City, which will trigger some testing
8 requirements prior to and during construction
9 activities.

10 And then just to touch briefly on Population and
11 Housing.

12 The Project does not involve the construction of
13 homes or businesses, and it's not anticipated to spur
14 additional economic growth in the area. But that issue
15 will also be evaluated further in the EIR.

16 Okay. Traffic.

17 We are going to be looking at the construction
18 impacts of -- the traffic construction impacts of the
19 Project. We know that at least 30 daily trucks are
20 going to be needed to haul excavated material. But,
21 again, operation of the Project is anticipated
22 to alleviate traffic congestion. So we'll be looking at
23 both construction and operation impacts related to
24 traffic.

25 Regarding Noise, you know, the use of

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1 construction equipment may exceed noise standards, so
2 we'll be looking at that associated also with vibration.

3 And the use of water during the construction
4 process for the Project. Right now, we're anticipating
5 approximately 4,000 gallons of water per day are going
6 to be used potentially during the construction process.
7 So impacts to water quality, hydrology, and groundwater
8 supplies will also be studied in the EIR.

9 Okay. At this point, we're going to move to the
10 public comment period of the meeting. So, just briefly,
11 before we start, I want to reiterate that you have the
12 opportunity to provide comments at tonight's meeting if
13 you have speaker card. You can also submit written
14 comment cards. We'll collect those tonight. You can
15 e-mail them. You can fill out an online form. You can
16 mail them in.

17 My contact information is up there.

18 And copies of all the documents that were
19 provided at the entrance table are also available for
20 download on our website.

21 Okay. Sounds good.

22 So, at this point, I'm going to ask anyone who
23 has a speaker card that would like to provide a comment
24 at tonight's meeting to please queue over here on the
25 right.

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1 And I want to point out that we do have a court
2 reporter with us this evening, and a transcript of the
3 meeting is going to be made available. So before you
4 provide your public comment, will you please state your
5 name and speak slowly and clearly.

6 We're just going to get situated here.

7 I think we'll start with our first speaker.

8 Please, state your name.

9 MR. KAWALSKY: My name is Daniel Kawalsky.

10 I just wanted to say that I'm immensely excited
11 for what The Boring Company is going to do for L.A.

12 I've been driving through the city up and down
13 from -- from Malibu down to USC. I'm a student here.
14 And I'd be -- I'd be really excited to see how else I
15 can get around.

16 Four minutes is super speedy. I don't think I
17 could get across the city in four minutes by any other
18 means, except for maybe helicopter, but those are kind
19 of reserved for the elite.

20 So, as a student, as somebody who doesn't
21 exactly have a way to fly at a whim, I would rather go
22 under -- underground and come out the other side of
23 where -- where I'd like to be, from A to B.

24 Hopefully, The Boring Company will make getting
25 across this city that much easier.

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1 DR. GREEN REBSTOCK: Okay. Thank you.

2 Next speaker.

3 MR. NOLAN: Hi. I'm Scott Nolan, and I've lived
4 in L.A. for a total of five years.

5 And, today, we're here to discuss a Project that
6 will relieve traffic, create jobs, reduce carbon
7 emissions, and fund itself. Okay?

8 And, so, why does the Dugout Loop Project
9 actually want to do this? Why does Boring Co. actually
10 want to do this? It's not going to be easy. The reason
11 is -- well, the first step is admitting you have a
12 problem.

13 And, as it turns out, L.A. traffic congestion is
14 the worst in the world for six years in a row. Do you
15 know the only other group that had a six-year world
16 championship? The Chicago Bulls, one of the great
17 dynasties in world history.

18 So do we want to be known as like the greatest
19 dynasty when we hit year seven for something to be
20 ashamed of? I don't think so. So let that sink in.

21 All of us feel it every single day. A hundred
22 hours per person wasted in traffic per Angeleño per
23 year. That's totally unacceptable. And it's not just
24 financial -- like, sure, we're wasting about \$1400 per
25 year per person -- but it's also, as Elon describes it,

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1 "soul-crushing." I've been in traffic and watched
2 someone go from smiling to crying behind me.

3 But we're here talking about the Dodgers. And
4 so why is this important for the Dodgers? Well, 83
5 percent average attendance in 2018. You know what teams
6 had over 90 percent? San Francisco. Boston.
7 Saint Louis. We can do better than this. And so this
8 route will bring more people to the stadium.

9 How long did it take you to get here? For me,
10 it was over an hour from the 405. And that's why people
11 aren't showing up.

12 And as we think about the environmental impact
13 and the alternatives, let's think of what the actual
14 alternative is. It's either doing nothing or building
15 another highway lane for billions of dollars. Highway
16 lanes only take 1200 cars per hour. This is going to
17 take 1400 people per hour.

18 So the alternative is, as you fly over L.A.,
19 you're going to see even -- if we don't do this,
20 eventually, you will see more highway lanes, imminent
21 domain -- homes being claimed -- just to build highway
22 capacity.

23 This is the wave of the future. And to get in
24 the way of it, is to get in the way of progress.

25 Thank you.

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1 DR. GREEN REBSTOCK: Thank you.

2 Next speaker.

3 MR. LUNDQUIST: Hi. I'm Patrick Lundquist. And
4 I'm not nearly as prepared as that guy.

5 Hello my fellow Angeleños. I've been here for
6 ten years next month. I'm very excited for my
7 anniversary. And I remember moving to Santa Monica, I
8 was so excited. In 2009, I moved to Santa Monica. And
9 the plans were just being passed for the Expo Line. And
10 now I use the Expo Line most days of the week for
11 49 minutes to go to downtown for my job.

12 I'm very excited for the opportunities that this
13 could open up. I'm really pleased -- thank you, Jan,
14 for being here, for Mike for being here and the work
15 that you guys are doing together. It's really, really
16 great to see the cooperation and how it seems like The
17 Boring Company is making it easier for you. I checked
18 out the EIR checklist. So thank you for putting that
19 out.

20 Go Boring Company. Go progress, certainly. No
21 sound-bite. But thank you very much.

22 DR. GREEN REBSTOCK: Thank you.

23 Next speaker.

24 MS. MURPHY: Hi, guys. I'm Emily Murphy. I'm
25 an avid Dodger game attender myself. I've been going

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1 for many, many years. And the worst part about it is
2 the last couple of miles getting into the stadium.
3 There's been times where I've sat in that traffic for
4 over half an hour, 40 minutes. I attended Game 1 and
5 Game 7 of the World Series. And (noise interruption) is
6 where I got out of my Uber and walked up the hill in
7 110-degree weather, just so I could make sure I was here
8 for the first pitch.

9 So if I can avoid doing that, again, I would do
10 anything and support anything to let me just ride
11 smoothly here. And the fact that it will cost a dollar
12 is even better. Parking is 20 bucks, or \$30, \$40, \$50
13 if you want better access to parking. And so I think
14 that will help a lot of people, like you said, getting
15 to the games and attending more.

16 DR. GREEN REBSTOCK: Thank you.

17 Next speaker.

18 MR. ELLINGTON: Hi. My name's Chris Ellington.
19 I've lived a block away for 26 seasons now.

20 Patricia Whelan, who just got married -- I can't
21 remember her new name, I'm sorry -- she and her staff
22 have done a better job getting cars in and out of the
23 stadium the last three years than anybody has ever done.

24 And for someone to come and say that they're in
25 college and think that 1300 people a night taking a tram

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1 is going to eliminate traffic in a city of 8 million
2 people, I don't -- wow. Wow.

3 I was not paid to be here to speak. I'm not
4 being reimbursed for my time or my miles, and I'm not
5 getting credit for any classes. But I'm speaking from
6 my heart.

7 And Elon Musk is -- he's got this plan to go to
8 Mars, a planet with no atmosphere, where the only way to
9 survive is underground. But before he spends trillions
10 getting to Mars, he has to make sure he has a device
11 that drills underground. And he wants to do it in L.A.,
12 in a city full of earthquake faults, where 1300 people a
13 night are going to come to the Dodger game.

14 These neighborhoods that this thing are going to
15 are not even neighborhoods full of Dodger fans. No one
16 in Rampart can afford a ticket to come here. How are
17 they going to ride the shuttle or the tram for \$3? To
18 go stand outside the stadium? There's other places this
19 idea could be done besides under the earthquake fault
20 that we all drove over to get into this building.

21 And I don't know where this guy said that this
22 thing will not go under anybody's property. Unless it's
23 shaped like this and doesn't go straight for more than
24 six feet at a time, that's going to be very difficult.

25 And I also wonder where they got their

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1 information about one of the safest places to be in an
2 earthquake is in a tunnel.

3 So I have some serious reservations. And just
4 of all the things to do to eliminate traffic in the
5 city, 1300 people on 81 nights a year. This is not an
6 effective use of the City's resources, even if somebody
7 else is paying for it, when the risk is the stadium
8 crumbling down in an earthquake.

9 Thank you.

10 DR. GREEN REBSTOCK: Thank you.

11 Next speaker.

12 MR. LABONGE: I just want to tell the young man
13 right there -- will you hold it -- to tell the young man
14 right there it's Patricia Sanders now married, Whelan.

15 MR. ELLINGTON: Thank you.

16 MR. LABONGE: Here we are in this greatest
17 place, Dodger Stadium.

18 And walk with we just a second. Walk with me
19 right here.

20 Look up there where Vin Scully stands, and he
21 would say right now, It's time for the Dodger tunnel.
22 Because the time has come to really look at what was the
23 1928 plan. Have you ever seen this? This is from the
24 City archives.

25 Are you with the company?

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1 All right. Let me give you the name of the
2 company. Real quick, run with me.

3 1928 Plan of Tunnels. Okay? 1928 Plan. And,
4 also, you guys are angels even though we're in
5 Dodger Stadium. We'll break them all. This is nun's
6 bread, Monastery of the Angels. So anybody who is
7 thinking about doing something good, catch it. Anybody
8 who is thinking about doing something good deserves
9 credit.

10 I came here tonight because I love the Dodgers
11 and Los Angeles. And I think we have a long way to go.
12 And the vision that this company has, whether it's to
13 Mars or whether it's to help traffic, real important.

14 I just have a flip side here, real simple. Can
15 you see that, M.T.? Hollywood Bowl to Hollywood and
16 Highland. Dig a hole there, too. I'll give you two
17 jobs; you applied for one. Can you handle that? Have
18 you thought of that? Hollywood Bowl to the Hollywood
19 subway stop. Do it all. It's very important. Good
20 technology.

21 How many minutes I got left? Thirty seconds?
22 Twenty-eight seconds. It's been three years since I've
23 seen a microphone, so excuse me.

24 To tell you, I remember as a child watching them
25 grade this place. I remember being here in '66 to see

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1 the Beatles, which was so special.

2 And I just gotta say, this is a great thought.
3 Keep it up. It's good for Los Angeles. And we will
4 deal with the issues, because Los Angeles needs to
5 improve its traffic system, especially not only at
6 Dodger Stadium, but at the Hollywood Bowl to the
7 Hollywood -- the Hollywood Highland site.

8 DR. GREEN REBSTOCK: And, Mr. LaBonge, if you
9 would state your name for the record, please.

10 My name is Tom LaBonge, and I worked for the
11 City for 39-and-a-half years for Mayor Bradley, Youth
12 Council to the City Council.

13 Thank you.

14 MR. REDFERN: Hi. My name is Nat Redfern. I'm
15 actually a representative from USC.

16 And I also wanted to say we're really excited,
17 the student body population is really excited because we
18 view this as an investment in our future.

19 And even though this is a small, small impact
20 for now, 1400 people maybe isn't large in 8 million, but
21 I think that this is the first step towards something
22 that will cover the nation. And we're really excited
23 for that.

24 So thank you much.

25 DR. GREEN REBSTOCK: Thank you.

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1 Next speaker.

2 DR. GREEN REBSTOCK: I'm sorry. Could you state
3 your name for the record, please?

4 MR. REDFERN: My name is Nat Redfern.

5 DR. GREEN REBSTOCK: Thank you.

6 MR. GROSVALET: Hi. My name is
7 Andrew Grosvalet. And I'm not here with a particular
8 organization, other than my fellow human beings.

9 I just had a quick comment in terms of -- thank
10 you -- in terms of monetization. I was doing a quick
11 pencil back-of-paper calculation. If you are going to
12 travel with 2,800 people, I think, per event, 81 home
13 games, that's going to net us only, what? 226K for the
14 year.

15 According to previous estimates, I believe
16 Boring Company has tried to say about a billion dollars
17 per construction. And I just wanted to get more
18 information on the next study about how is the
19 monetization and how is the operations going to be
20 sustained. Because if we want this to continue and
21 really grow, a dollar per ride is not going to cut it.

22 So, yeah, that's it.

23 DR. GREEN REBSTOCK: Thank you.

24 Next speaker.

25 MS. COCKRUM: Hi, everyone. My name is

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1 Hailey Cockrum. And I've lived in L.A. for about a year
2 right now. And I'm just really excited about the
3 potential for this Project.

4 As someone who lives in South Bay and is really
5 interested in all the activities, that, you know,
6 Hollywood and Dodger Stadium -- everything up here --
7 has to offer, even implementing a little piece of
8 transportation efficiency, whether it's releasing the
9 financial burden or reducing my time I need to spend in
10 a car, that's all very exciting for me.

11 So even if this isn't an entire web across the
12 city, it's a step in the right direction, and I can't
13 wait to see where this Project goes.

14 Thank you.

15 DR. GREEN REBSTOCK: Thank you.

16 Next speaker.

17 MR. CHARHUT: Hi. My name is Chris Charhut.
18 Okay. My name is Chris Charhut. I'm not here with any
19 organization.

20 I think this is a pretty interesting Project. I
21 think there's something that's interesting about it, is
22 it's new. This is the first kind of proposal the City
23 of Los Angeles has ever had for this kind of
24 transportation system.

25 And that's something to consider as a good,

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1 innovative time for the City to look at something like
2 this and say, you know, this is our opportunity to be
3 the first in the country to have this incredible, like,
4 zero-emission system that no other city has anything
5 like it. And so it's important that we take the
6 opportunity to be different and be better.

7 Every other city is kind of doing the same old
8 thing, and we could continue and continue to build
9 bigger roads, or we could decide to do something new
10 like this. So we should consider it.

11 Thanks.

12 DR. GREEN REBSTOCK: Thank you.

13 Next speaker.

14 MR. DENNIS: Hi. I'm Patrick Dennis here on my
15 own capacity. I live a half mile that direction. I
16 work two miles downtown. So I'm very familiar with the
17 traffic around the stadium. I ride my bike to work up
18 and down Sunset every single day.

19 The City has a lot of transit issues. The City
20 has a lot of problems, you know, getting people around.
21 But what we need is comprehensive mobility solutions,
22 comprehensive transit solutions; first-mile, last-mile
23 solutions.

24 This Project appears to be a distraction. It
25 seems like a great idea, the technology seems fantastic.

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1 But a single line running from Dodger Stadium to near a
2 Red Line stop is not what this City needs right now.
3 It's not what the City of Los Angeles needs to be
4 focused on right now.

5 What the City needs to be focused on is moving
6 people around. And what this neighborhood needs is
7 better focus on transit mobility.

8 Thank you.

9 DR. GREEN REBSTOCK: Thank you.

10 And I think that concludes our Public Comment
11 period.

12 So we have until September 17th to accept any of
13 your written comments. You can mail them. You can
14 e-mail them.

15 And thank you for coming.

16

17 (Whereupon, at 6:52 p.m., the Public Scoping Meeting
18 of the proposed Dugout Loop Project concluded.)

19

20

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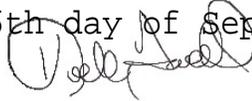
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REPORTER'S CERTIFICATE

I, KELLY MAUREEN FARRELL, Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing pages, 1 - 30, to the best of my knowledge and belief, comprise a full, true, and correct computer-aided transcript of the proceedings taken in the matter of the above-entitled cause held on August 28, 2018.

Dated this 6th day of September, 2018.



Kelly Maureen Farrell,
Certified Shorthand Reporter, CSR-8081

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