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Help us plan the Regional Connector.

Join us for a community meeting.





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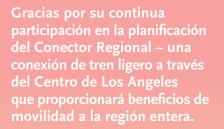
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metro.net

Ayúdenos a planear el Conector Regional.

Japanese: Help us plan the Regional Connector.





El Borrador de la Declaración/Reporte de Impacto Ambiental (DEIS/R) del Corredor de Transporte Conector Regional está examinando alternativas potenciales para crear un enlace de transporte de tren ligero (LRT) entre los sistemas existentes de Metro Gold Line y Metro Blue Line, la Extensión hacia el Este de la Línea de Oro y Exposition Line. Una vez completado, los usuarios disfrutarían de más conexiones de transporte a través del sistema LRT. El DEIS/R incluye la revisión de los posibles efectos del proyecto y alternativas en el área de estudio del proyecto.



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Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report

APPENDIX I

AGENCY COORDINATION AND PUBLIC INVOLVEMENT Community Update Meeting No. 2

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State Clearinghouse Number: 2009031043

Regional Connector Transit Corridor

Community Update Meetings – April 2010

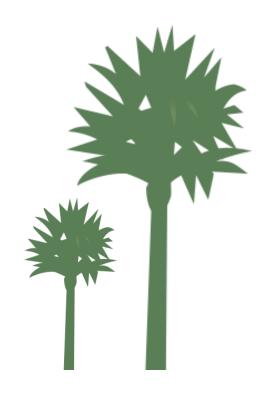




Today's Agenda

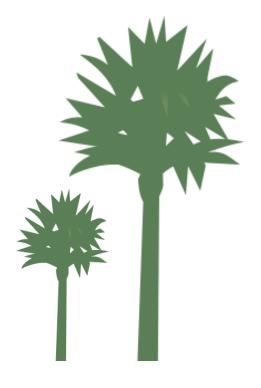
- > Introductions
- > Project Update
- > What's Next?
- > Stay In Touch





Community Update Meetings

- > April 9, 12 p.m. Los Angeles Central Public Library, Financial District
- > April 13, 6:30 p.m. Lake Avenue Church, Pasadena
- > April 14, 2 p.m. Japanese American National Museum, Little Tokyo
- > April 14, 6:30 p.m. Japanese American National Museum, Little Tokyo
- > April 17, 11 a.m. Los Angeles Theater Center

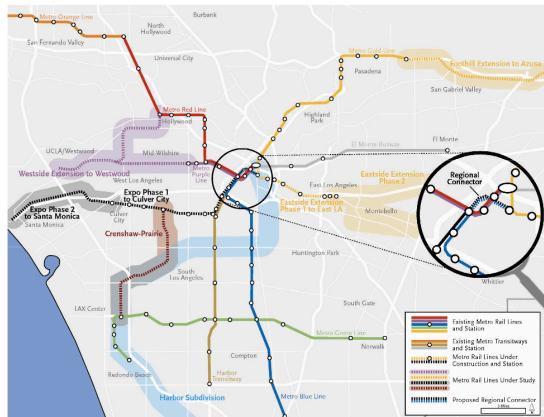




Rail System Overview

By 2035, the following corridors will have selected projects operational as funded by Measure R and other eligible local, state, and federal funds:

- > Regional Connector
- > Westside Extension
- > Eastside Extension Phase 2
- > Crenshaw-Prairie





Purpose and Need

- > Los Angeles County population growth: nearly 2 million additional people by 2035
- > Employment density (jobs/acre projected to 2030)
 - > 5th/Flower 390
 - > 2nd/Hope 107
 - > 2nd/Los Angeles 137
- > 5.7 million persons-hours of daily delay
- Transfers at Union Station and 7th/Metro Center add up to 20 additional minutes per trip
- > Payment of transfers add costs to riders

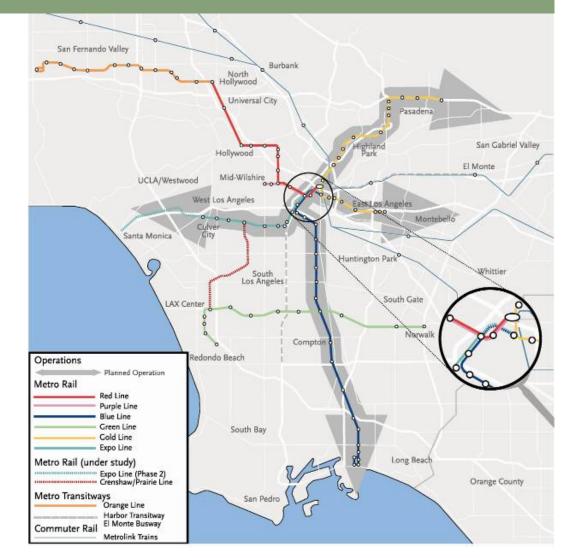




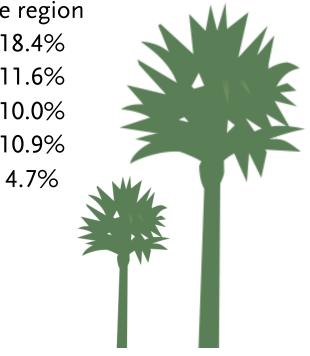
Project Overview

- Connects the Metro Gold (Pasadena and Eastside), Exposition, and Blue Lines
- Provides a "One Seat Ride" for travel across the county on light rail
- Provides for a sustainable mode of transportation, saving people time and money



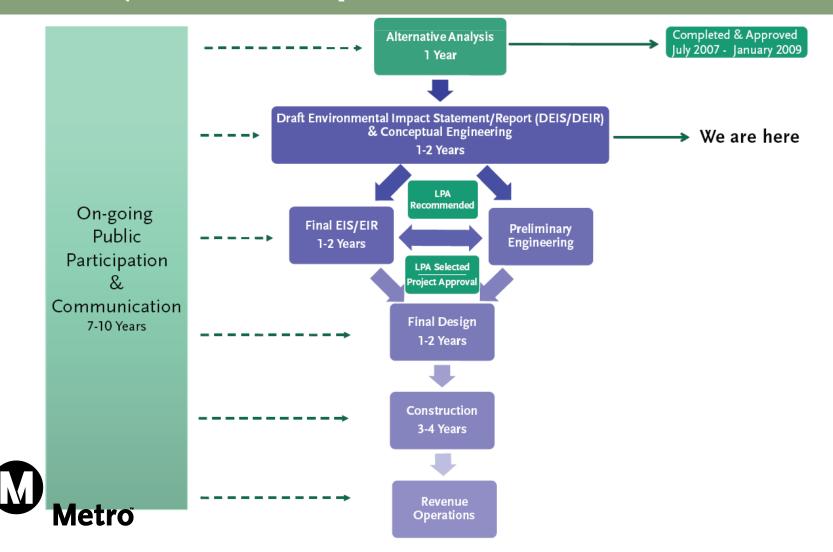


- Regional Connector creates two cross-regional lines for Los Angeles County
 - > North to South LRT line (≈50 miles)
 - > East to West LRT line (≈25 miles)
- > Regional Connector improves ridership across the region
 - > Gold Line (1st/Utah to Pomona/Atlantic) 18.4%
 - > Gold Line Eastside Phase 2 11.6%
 - > Gold Line (Chinatown to Sierra Madre Villa) 10.0%
 - > Blue Line (Pico/Flower to Long Beach) 10.9%
 - > Expo Line (Pico/Flower to Santa Monica)





Project Development Process



Project Progress

- > November 2008 Measure R approved by voters
- > January 2009 Alternatives Analysis Study completed, Metro initiates Draft EIS/EIR Process
- > May 2009 Public Scoping period ends
- > Summer/Fall 2009 Refinement of design and continued community outreach
- > Fall 2009 Metro Board approves Long Range Transportation Plan (LRTP)
- > January 2010 Request for Proposal (RFP) for Little Tokyo Mitigation Development released
- > February 2010 Metro authorizes inclusion of a Fully Underground Alternative





Stakeholder Meetings

- > Bringing Back Broadway
- > Central City East Association
- > Downtown Los Angeles Neighborhood Council
- > Go For Broke
- > Higgins Homeowners Association
- > Japanese American Cultural and Community Center
- > Japanese American National Museum
- > Japanese Chamber of Commerce of Southern California
- > Little Tokyo Business Association
- > Little Tokyo CRA CAC
- > Little Tokyo Community Council
- > Little Tokyo Service Center
- > Los Angeles Conservancy
- > Los Angeles Nishi Hongwanji Temple
- > MOCA
- > Savoy Homeowners Association
- > Thomas Properties Group
- > University of Southern California







Urban Design Working Group

- > Consists of stakeholders from the station areas currently under review
- > Initially met as one large group, with three station area meetings
- > An additional meeting will be scheduled to discuss the Little Tokyo/Arts District Station
- > Expect the final UDWG meeting to take place in the summer to discuss all of the stations
- > More urban design planning during the next phase of the project





Little Tokyo Working Group

- > Supports Little Tokyo Community Council (LTCC)
- > Gathers community input
- Reviews and discusses project alternatives included in Draft EIS/EIR
- > 10 meetings have taken place to dates
 - > Provided an overview of the EIS/EIR process
 - Discussed project impacts and candidate mitigations for each alternative
- Provided funding for a consultant to advise the LTCC on candidate mitigation measures specific to the Little Tokyo community





What We Heard

- > Strong support for the Fully Underground LRT Alternative
- > Locate station entrances within the "Office Depot" site and the proposed Nikkei Center development
- > Where possible, maintain businesses along Central Avenue in Little Tokyo
- > Minimize public right-of-way surface construction activities
- > Minimize environmental and quality-of-life impacts during construction
- > Continue to work with stakeholders on the development of candidate mitigation measures throughout the review of the Draft EIS/EIR and Final EIS/EIR





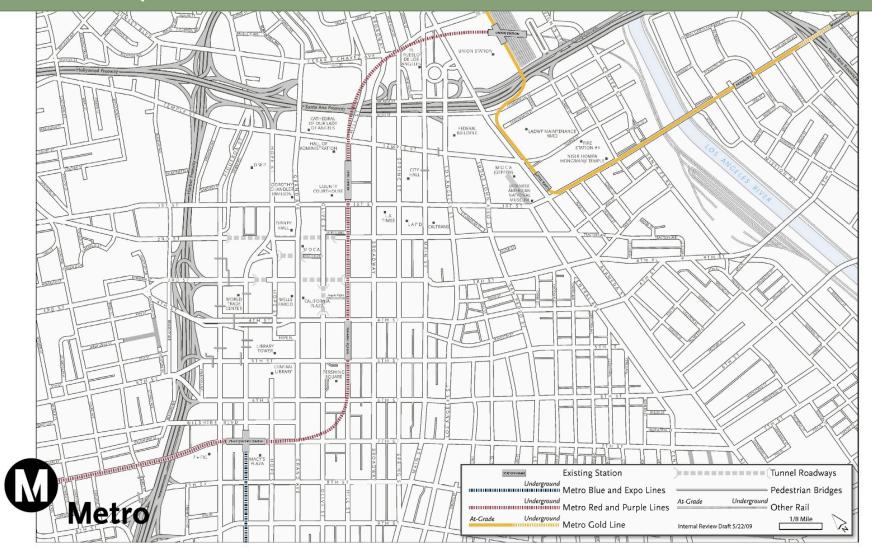
Project Alternatives Under Study

- > No Build
- > Transportation System Management
- > At-Grade Emphasis Light Rail Transit (LRT)
- > Underground Emphasis LRT
- > Fully Underground LRT

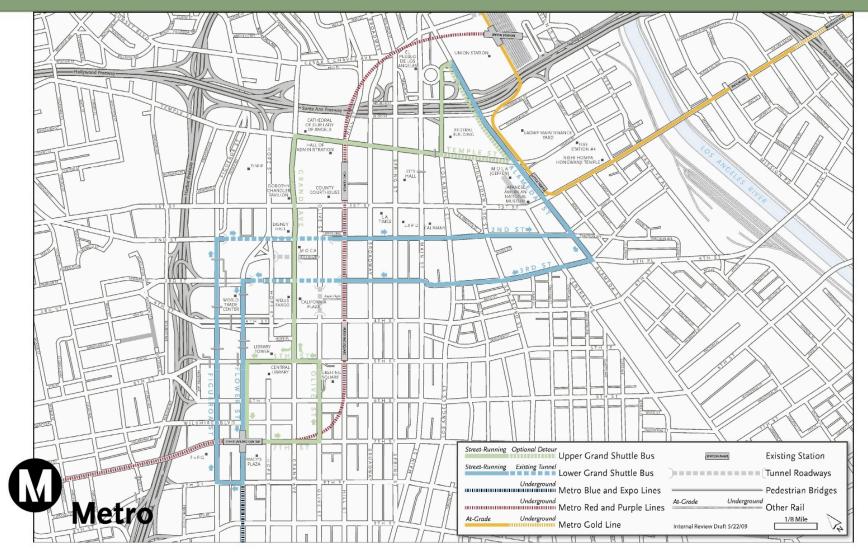




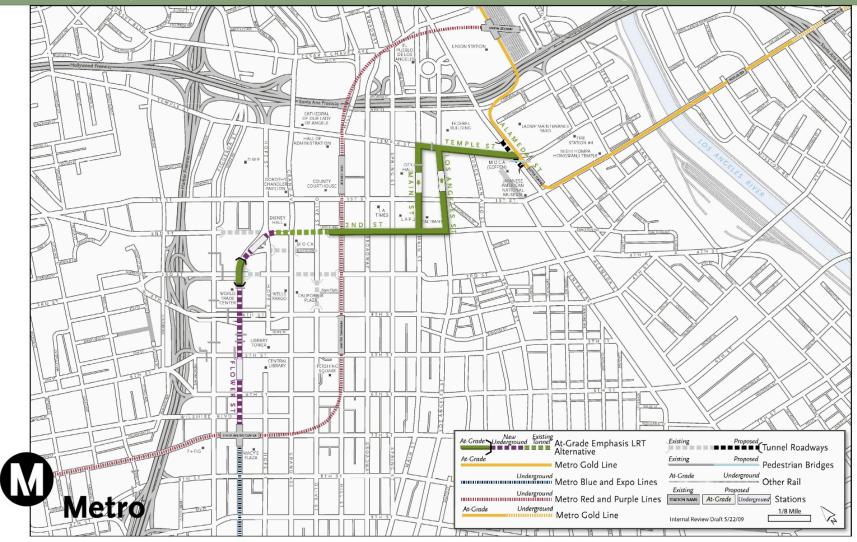
Project Alternative: No Build



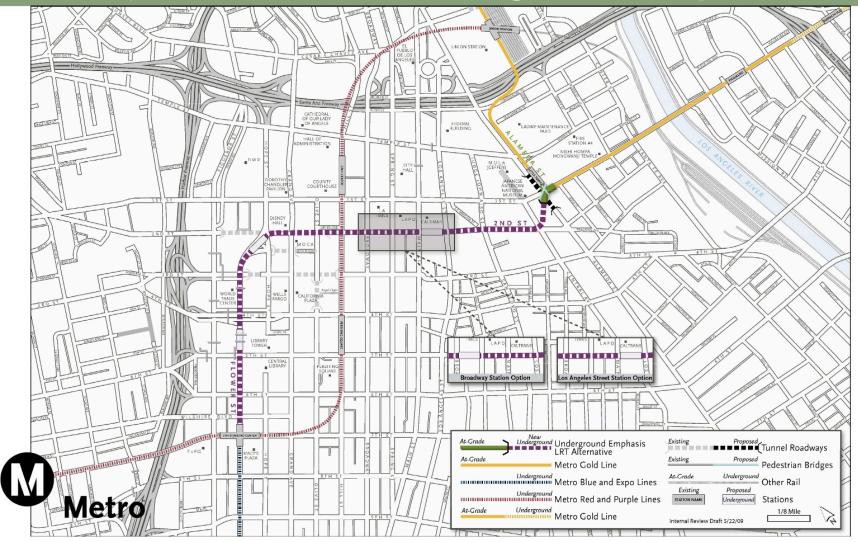
Project Alternative: Transportation System Management



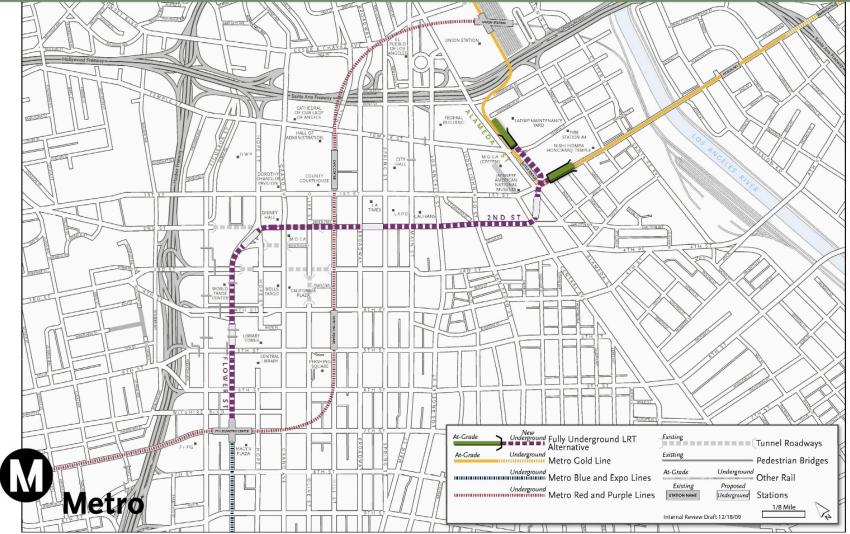
Project Alternative: At-Grade Emphasis LRT



Project Alternative: Underground Emphasis LRT



Project Alternative: Fully Underground LRT



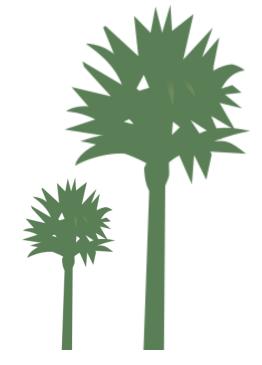
Project Alternative: Fully Underground LRT

- > Tracks would pass under 1st Street at Alameda Street
- > Intersection configuration remains unchanged
- Trains surface through new portals east of 1st and Alameda Streets, and northeast of Temple and Alameda Streets
- Provides a 4th underground station at 2nd Street and Central Avenue to serve the Little Tokyo and Arts District communities
- Commits to an underground station at 2nd Street at Broadway





- > Fully Underground LRT Alternative
 - > 90,000 passengers would access the Regional Connector daily
 - > 20,000+ passengers would ride LRT rather than a bus
 - > 17,000 new transit riders
 - > Regional Connector saves time and money
 - > Reducess travel time by 30%
 - Average travel trip savings assumes 5 minutes for transfer
 - Reduce overall fare cost to riders by eliminating transfers
 - > Cost effectiveness at \$20.38





- > Compared to the No Build Alternative
 - > Improves performance at up to 11 intersections
 - $\,>\,$ Including 1st and Alameda Streets
 - Reduces annual greenhouse gas emissions by up to 73,000 metric tons
 - > Decreases annual highway Vehicle Miles Travelled (VMT) by 114 million vehicles miles
 - > Net annual energy savings of 650 billion BTUs or equivalent to 115,000 barrels of oil





> Travel Times

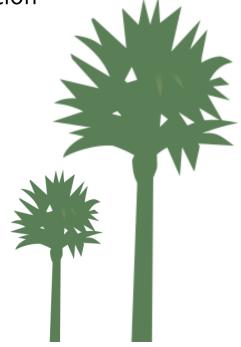
-					
	No Build	TSM *	At-Grade Emphasis	Underground Emphasis	Fully Underground
Pomona/Atlantic to Expo/USC	44 minutes	52 minutes	36 minutes	31 minutes	31 minutes 30% improvement
Pico/Flower to Memorial Park	39 minutes	47 minutes	36 minutes	34 minutes	32 minutes 18% improvement
Washington/ National to 2 nd Street	34 minutes to Civic Center	38 minutes	33 minutes to 1 st / Los Angeles Streets	30 minutes	30 minutes 28% improvement





What's Next

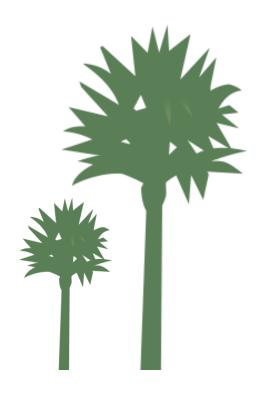
- > Community Update Meetings Spring 2010
- > Draft EIS/EIR released to public Summer 2010
- > Public Hearings Summer 2010
- > Metro Board of Directors Meeting Fall 2010
 - > Present Locally Preferred Alternative Recommendation
- > Could begin Preliminary Engineering Winter 2010
- > Metro staff to refine Draft EIS/EIR based on submitted comments
- > Final EIS/EIR released to public Summer 2011





Stay In Touch

- > Phone 213.922.7277
- > Email regionalconnector@metro.net
- > Website www.metro.net/regionalconnector
- > Facebook Regional Connector Transit Corridor Study

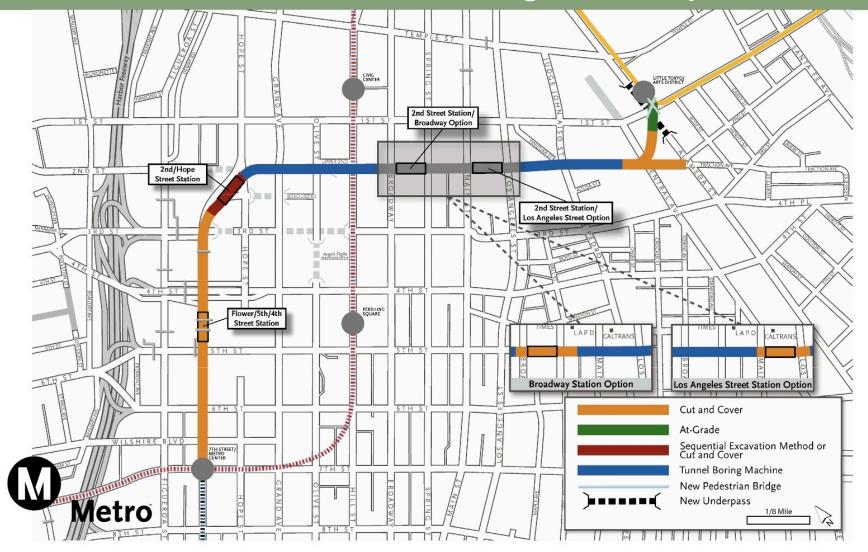




Construction Methods: At-Grade Emphasis LRT



Construction Methods: Underground Emphasis LRT



Construction Methods: Fully Underground LRT



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APPENDIX I

AGENCY COORDINATION AND PUBLIC INVOLVEMENT Community Update Meeting No. 2 Meeting Announcements, Advertisements, and Notifications

State Clearinghouse Number: 2009031043

Subject: Regional Connector Announces Spring Meetings Date: Thursday, April 1, 2010 3:09 PM From: Ann Kerman <kermana@metro.net> Conversation: Regional Connector Announces Spring Meetings



Greetings:

Please Join Us

You are invited to attend a community update meeting for the Regional Connector Transit Corridor Project. The meeting will consist of an open house as well as a presentation highlighting the features of the new fully underground build alternative, the benefits of the various alternatives studied and an updated schedule for completion and review of the Draft EIS/EIR.

Please mark your calendar and plan to attend one of the update meetings. (There is no need to attend multiple meetings, as identical information will be presented at each.)

Los Angeles Central Public Library, 630 W 5th St, Los Angeles

Friday, April 9th from 12 p.m. to 1:30 p.m.

This meeting is tentatively scheduled to be broadcast live from www.metro.net/regionalconnector

Lake Avenue Church, 393 N Lake Ave, Pasadena, CA

Tuesday, April 13th from 6:30 p.m. to 8 p.m.

Japanese American National Museum (JANM), 369 E 1st St, Los Angeles

Wednesday, April 14th from 2:00 p.m. to 3:30 p.m. AND from 6:30 p.m. to 8 p.m.

Los Angeles Theater Center, 514 S Spring St, Los Angeles

Saturday, April 17th from 11 a.m. to 12:30 p.m.

We hope that you are able to join us for one of the community update meetings. Presentation materials will be posted on the project website at the conclusion of these meetings.

Metro appreciates your continued involvement and participation. Should you have any questions, please do not hesitate to contact us by visiting the Regional Connector Transit Corridor Study website at www.metro.net/regionalconnector or email us at regionalconnector@metro.net.

Best Regards,

The Regional Connector Project Team

This message was sent to ginny@therobertgroup.com by:

Los Angeles County Metropolitan Transportation Authority 1 Gateway Plaza Los Angeles, CA 90012 (213) 922-6000

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Project Update Meetings

You are invited to a Metro project update meeting on the Regional Connector Transit Corridor Draft EIS/EIR

This study is looking at ways to directly connect the Metro Gold, Blue and Expo Lines through Downtown Los Angeles.

At the upcoming April 2010 meetings, Metro will present information about the new fully grade-separated alternative added to the study by the Metro Board of Directors. The presentation will also include an update on the technical studies and review the project alternatives currently being evaluated.

Please mark your calendar and plan to attend one of the update meetings. (There is no need to attend multiple meetings as identical information will be presented at each.)

Friday, April 9, 2010

noon - 1:30pm Los Angeles Central Public Library 630 W 5th St, Los Angeles

Tuesday, April 13, 2010

6:30pm - 8pm Lake Avenue Church 393 N Lake Av, Pasadena

Wednesday, April 14, 2010

2 pm - 3:30pm and 6:30pm - 8pm Japanese American National Museum 369 E 1st St, Los Angeles

Saturday, April 17, 2010

11am - 12:30pm Los Angeles Theater Center 514 S Spring St, Los Angeles

All locations are accessible by public transit. For more information call 213.922.7277 or visit metro.net/regionalconnector.





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meeting for the Regional Connector Transit Corridor Project. You are invited to a community

one of the following locations for the next round of community meetings: on the progress of the study to date. Please join us at project alternative and provide you with an update EIS/EIR. We would like to introduce you to the new include a fully-grade separated alternative in the Draft In February 2010, Metro's Board of Directors voted to

live from metro.net/regionalconnector. 630 W 5th St, Los Angeles Los Angeles Central Public Library Friday, April 9, 12pm-1:30pm This meeting is tentatively scheduled to be broadcast

393 N Lake Av, Pasadena Lake Avenue Church Tuesday, April 13, 6:30pm-8pm

Japanese American National Museum 6:30pm-8pm Wednesday, April 14, 2pm-3:30pm and

514 S Spring St, Los Angeles Los Angeles Theater Center Saturday, April 17, 11am-12:30pm 369 E 1st St, Los Angeles

All locations are accessible by public transit. Content presented at each meeting will be identical.

ADA Requirements

date. Metro's TDD line is 1.800.252.9040. days (72 hours) in advance of the scheduled meeting accommodations must be made at least 3 working Metro-sponsored meetings. All requests for reasonable Special accommodations are available to the public for

Information

information line at 213.922.7277. metro.net/regionalconnector or call the project Connector, please visit our project website at For additional information on the Regional

> para el proyecto del Corredor de Transporte Conector Regional. Está invitado a una reunión comunitaria

en el Borrador EIS/EIR. Nos gustaría presentarle la asista a una de las siguientes reuniones para participar: actualización sobre el progreso del estudio. Por favor nueva alternativa del proyecto y proporcionarle una para incluir una alternativa de grado separado completo En febrero de 2010, la Junta Directiva de Metro votó

630 W 5th St, Los Angeles Esta reunión ha sido tentativamente Los Angeles Central Public Library Viernes 9 de abril, 12pm-1:30pm

a través de metro.net/regionalconnector. programada para ser presentada en vivo

393 N Lake Av, Pasadena, CA Lake Avenue Church Martes 13 de abril, 6:30pm-8pm

6:30pm-8pm Miércoles 14 de abril, 2pm-3:30pm y

369 E 1st St, Los Angeles Japanese American National Museum

514 S Spring St, Los Angeles Los Angeles Theater Center Sábado 17 de abril, 11am-12:30pm

será idéntico. Se puede llegar a todos los lugares de El contenido presentado en cada una de las reuniones reuniones usando transporte público.

el público asistente a las reuniones patrocinadas reunión. La línea TDD de Metro es 1.800.252.9040. (72 horas) antes de la fecha programada para la deben ser sometidas por lo menos tres días laborables por Metro. Peticiones para adaptaciones razonables Comodidades especiales están disponibles para Requerimientos ADA

línea de información del proyecto al 213.922.7277. proyecto en *metro.net/regionalconnector* o llame a la Conector Regional, por favor visite el sitio Web del Para obtener información adicional sobre el LRT del

> ご招待します。 ロジェクトのためのコミュニティー集会に 地域コネクター・トランジット回廊地帯ブ

捗状況を発表したいと思います。下記の日時に行われ る次回のコミュニティー集会にご参加ください。 Metroの理事会は2010年2月、完全にグレード分けした 代替案を草案EIS/EIRに取り入れることを票決しまし この新しい代替案を紹介し、これまでの調査の進

4**月9日金曜日** 12pm-1:30pm ロサンゼルス中央図書館

630 W 5th St, Los Angeles この集会は暫定的にmetro.net/regionalconnectorを通じ て実況中継することになっています。

393 N Lake Av, Pasadena レイクアベニュー教会 4月13日火曜日 6:3opm-8pm

369 E 1st St, Los Angeles 4月14日水曜日 2 pm-3:30pm および 6:30pm-8pm 日米国立博物館(JANM)

514 S Spring St, Los Angeles 4月17日土曜日 11am-12:30pm ロサンゼルス・シアターセンター

各集会では同じ内容が発表されます。集会場はすべて 公共交通機関で行くことができます。

ADAの 要件

Metroの主催する集会では公衆のための特別な便宜 を図っています。合理的な便宜のリクエストは、集会の 平日3日(72時間)以上前に行って下さい。TDDラインは 1.800.252.9040です。

れています。

トmetro.net/regionalconnector、もしくはプロジェクト情報ライン213.922.7277.に電話でお問い合わせください 情報 地域コネクターLRTに関する追加の情報は、ウェブサイ



見ちたで協力 東コネクタ-すの事画の やたら 域コネクターは、 ロキン ター計画に対する畿ちありがとったで <u> イゼルスダウンタウ</u> 提供します #路コネクション マーは、全地域に

ランジット(LRT)の可能性を検討します。これが完成するとトランジットの使用者は全LRTシステムを通じてより多くのコネクションを利用することができるようになります。草案EIS/EIRには、プロジェクト調査エリアにお 地域コネクター・トランジット回廊地帯草案環境インパクト声明書/報告書(Draft EIS/EIR)では、既存のゴールド、ブルー、エキスボ路線システム間をつなぐ軽線路ト いて、プロジェクトの代替案による影響の可能性も含ま

Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report

APPENDIX I

AGENCY COORDINATION AND PUBLIC INVOLVEMENT Little Tokyo Working Group

State Clearinghouse Number: 2009031043

MEETING SUMMARY

Project Name:	Metro Regional Connector Transit Corridor Project		
Organization:	Little Tokyo Working Group		
Date/Time:	September 17, 2009; 6:00 - 8:00 p.m.		
Meeting Location: Japanese American Community and Cultural Center, Garden Room 244 S San Pedro St, Los Angeles, CA 90012			
Project Team:	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Clarissa Filgioun, Ginny Brideau, Min Cheung, Yojo Kikuchi, Robin Akashi		
Attendees: Bill Watanabe Kene Kubo Craig Ishii Ron Fong	Mike Okamoto Nao Gunji Chris Aihara Lisa Suiki	Evelyn Yoshimura Joanne Kumamoto Chris Komai Satoru Uyeda	
June Berk	Andrew Lin	Alan Kumamoto	

Summary:

This was the inaugural meeting of the Little Tokyo Working Group (LTWG), a subcommittee of the Little Tokyo Community Council's Planning and Cultural Preservation Committee (PCPC). The LTWG was convened to discuss issues pertinent to the Little Tokyo community as it relates to Metro's Regional Connector Transit Corridor project.

Prior to the start of the meeting, Metro made the at-grade and below grade emphasis models available for the LTWG members to view and informally discuss with staff and consultants. Members of the LTWG had questions about the tunnel surfacing north-east of 2nd Street and Central Avenue, and were interested in receiving more information about landscaping opportunities that would mask the visual impacts of the tunnel and portal at 1st and Alameda Streets. There was also a question about whether a parking garage could feasibly be constructed around the tunnel.

Alan Kumamoto began the meeting with introductions of LTWG members and Metro representatives. Mr. Kumamoto explained the structure and purpose of the LTWG which is intended to address Regional Connector project-related issues specific to Little Tokyo. The LTWG and Metro will work collaboratively to propose mitigation measures that address possible project impacts in this community.

Ann Kerman reminded the LTWG that the Regional Connector is still in its early stages of environmental analysis, there is much work left to be done and emphasized that Metro has not made any decisions regarding this project. It is critical for the LTWG to first review the

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She added that comments received during the public scoping period have been incorporated into a Scoping Report which will be released during Fall 2009. Metro continues to receive project related comments; these subsequent comments will be addressed and incorporated into the DEIS/R.

Ann then briefly introduced the "Mitigations Matrix," which will be used throughout the effort to track issues and potential mitigations in comparison with each of the four alternatives under consideration. She invited the LTWG to review the categories prior to the October 1 meeting and to provide any changes/additions which will be incorporated at that time.

Dolores Roybal Saltarelli and Ray Sosa then made a detailed presentation about a number of topics. Ms. Saltarelli explained how the four project alternatives were identified as part of the Alternatives Analysis process. Mr. Sosa then followed with an overview of the construction process and clarified various key points, such as refinements to the project since the close of the scoping period. Metro received a number of follow-up comments asking about the size of property needed to construct the portal. After further investigation, Metro believes that it would need to purchase the land under the Office Depot and Señor Fish, and not the other businesses that front Central Avenue if the underground alternative is selected. Businesses along Central Avenue would be able to stay open during the construction of the Regional Connector.

Several questions from the LTWG arose regarding the results of the scoping meeting. Metro clarified that comments submitted during the scoping process are still under review at this time. As additional questions and comments come in, information will be passed along to the technical team for resolution. However, questions and comments received after the close of the scoping period will not appear in the Scoping Report, but will appear in the DEIS/R for the community to review when it is released next summer.

Specific questions surrounding the property bounded by 1st, 2nd and Alameda Streets and Central Avenue focused on the tunnel transitioning from below grade to at-grade as the tracks cross 1st and Alameda Streets. The LTWG requested additional information regarding the construction process, including traffic impacts to Central Avenue and traffic control. Additionally, information regarding the aesthetic treatment of the tunnel walls was also requested.

Andrew Lin, a Savoy resident, stated that he had not received the project and meeting notifications Metro has distributed and asked what outreach to the Savoy had been conducted. He is also seeking additional information regarding the purpose and need for the project. He would like to review the projected ridership, and better understand the need for connecting at the Little Tokyo/Arts District Gold Line station.

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Metro responded by promising to present a summary regarding outreach activities at both the Savoy Homeowners Association and next LTWG meeting.

The LTWG will review the at-grade emphasis alternative at the October 1, 2009 meeting. There will be a breakout session dedicated to discussing impacts and potential mitigating activities.

Items to discuss at future meetings:

- Discuss traffic control during construction, focused on Temple/Alameda, 1st/Alameda, 2nd/Alameda, and routing at 2nd/San Petro (at Kyoto Grand Hotel)
- Overall traffic impact of the project and during construction
- Construction timing and process, with particular attention to the Alameda underpass
- Go For Broke: Impacts with the at-grade emphasis alternative
- Outreach approach during AA and DEIS/R process (how meetings were advertised, outreach to Savoy and Little Tokyo)
- Current and future project need, including justification of ridership and station capacity and 2035 transportation needs

Subject: Re: LTWG materials for distribution Date: Friday, October 9, 2009 12:53 AM From: Andy Lin <seavu8@yahoo.com> To: <ltccjb@aol.com>, <ltccjb@aol.com>, Ginny Brideau <ginny@therobertgroup.com> Cc: Chris Aihara <aihara@jaccc.org>, <wktakashi@aol.com>, <wktakashi@aol.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>, Kerman <KERMANA@metro.net>, <lcollmann@savoyhoa.com>

Hello, Ginny,

I just received email from June Berk, and I found the minutes from Sep. 17, 2009 meeting regarding my comments during the meeting. I found what you have written in the minutes regarding my comments misleading, and does not reflect what actually took place. You must remember that I was a little agitated during the meeting because I have only learned of the Regional Connector project in our front yard, about 150 feet, only about two weeks before this meeting, all the time Metro has been doing the study in the past three years. Please make the correction to the minutes regarding my comments. The following is a more correct description of what took place.

Andrew Lin, a Savoy resident, protested during the meeting and said that he did not receive any notification regarding the Regional Connector Project by mail, nor over 300 residents of Savoy owners for the past three years while the Regional Connector Project was under study. "How can this happen?", he questioned. He stated that the "overwhelming majority of comments received supported the project" as stated in Executive Summary Final dated Dec. 2008 was based on 88 people's responses, and questioned how can this happen without notifying the Savoy residents by mails, while he has received Public Hearing Notices by mails to nearby residents within 500 feet radius in the past. He also questioned how can the Executive Summary arrive at the conclusion that Regional Connector is needed without mentioning any ridership from present or past years, and instead used projected figures from year 2030, figures 21 years in the future, to justify it. "The study is not a scientific study", he said.

Dolores Saltarelli stated that she is in contact with Lynne Collmann at Savoy. To which, Andrew Lin replied that he has spoken to Lynne regarding notification by mail, and both confirmed to each other that they have never received any notification by mail from Metro in past three years.

MEETING SUMMARY

Project Name:	Metro Regional Connector Transit Corridor Project		
Organization:	Little Tokyo Working Group		
Date/Time:	October 1, 2009; 6:00 - 8:00 p.m.		
Meeting Location: Japanese American Community and Cultural Center, Garden Room 244 S San Pedro St, Los Angeles, CA 90012			
Project Team:	Dolores Roybal Saltarelli, Ann Kerman, Henry Gonzales, Gerald Alvares, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Clarissa Filgioun, Ginny Brideau		
Attendees: Ron Fong Chris Aihara Satoru Uyeda Kei Nagao Susie Tae Eric Kurimura	Victor Lazo Chris Komai Mary Graybill Wilbur Takashima Bobby Garza Joanne Kumamoto	Evelyn Yoshimura Goro Endo Tom Kamei Alan Nishio Paul Yeh Alan Kumamoto	

Update: Others who attended, with names not appearing on sign in sheet: Andrew Lim

Summary:

This was the second meeting of the Little Tokyo Working Group (LTWG), a subcommittee of the Little Tokyo Community Council's Planning and Cultural Preservation Committee (PCPC). The LTWG was convened to discuss issues pertinent to the Little Tokyo community as it relates to Metro's Regional Connector Transit Corridor project.

Prior to the start of the meeting, Metro made the at-grade and below grade emphasis models available for the LTWG members to view and informally discuss with staff and consultants.

Chris Aihara and Wilbur Takashima chaired the meeting and led introductions. The meeting notes from the previous meeting were not available at the meeting, but are attached to this report.

Ann Kerman, of Metro, was asked to present information regarding outreach activities that have taken place from the initiation of the Alternatives Analysis study to date. A copy of the memo is attached to this report.

Dolores Roybal Saltarelli briefed the working group on the purpose and need for the Regional Connector. As Metro continues to expand their Light Rail Transit (LRT) system, the 7th/Metro Center and Union Stations will begin to reach capacity. The best way to address station capacity issues, lack of connectivity between the lines is to remove the need to transfer at both stations. By removing the need to transfer and by providing through service through Downtown Los Angeles, the LRT system can serve more transit riders and stations.

The working group then broke into 5 groups to discuss challenges, opportunities, and potential mitigations regarding the at-grade emphasis alternative. The result of this exercise is attached to this report. Each small group presented their findings of their discussion to the working group.

The LTWG will continue their review the at-grade emphasis alternative, and begin the review of the below-grade alternatives at the October 15, 2009 meeting. There will be a breakout session dedicated to discussing impacts and potential mitigating activities.

Items to discuss at future meetings:

- Discuss traffic control during construction, focused on Temple/Alameda, 1st/Alameda, 2nd/Alameda, and routing at 2nd/San Petro (at Kyoto Grand Hotel)
- Overall traffic impact of the project and during construction
- Construction timing and process, with particular attention to the Alameda underpass
- Current and future project need, including justification of ridership and station capacity and 2035 transportation needs

MEETING SUMMARY

Project Name:	Metro Regional Connector Transit Corridor Project			
Organization:	Little Tokyo Working Group			
Date/Time:	October 15, 2009; 6:00 - 8:00 p.m.			
Meeting Location: Japanese American Community and Cultural Center, 2 nd Floor 244 S San Pedro St, Los Angeles, CA 90012				
Project Team:	Dolores Roybal Saltarelli, Ann Kerman, Henry Gonzales, Gerald Alvarez, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Virginia Jackson, Clarissa Filgioun, Ginny Brideau			
Attendees:	In addition to those listed bel sign in Chris Aihara Kristin Fukushima Alan Kumamoto Joanne Kumamoto Chris Komai	low, 6 people were he Victor Lazo Kei Nagao James Okazaki Susie Tae Wilbur Takashima	ard on the tape, but did not Evelyn Yoshimura	

Summary:

This was the third meeting of the Little Tokyo Working Group (LTWG), a subcommittee of the Little Tokyo Community Council's Planning and Cultural Preservation Committee (PCPC). The LTWG was convened to discuss issues pertinent to the Little Tokyo community as it relates to Metro's Regional Connector Transit Corridor project.

Prior to the start of the meeting, Metro made the at-grade and underground emphasis models available for the LTWG members to view. Several members of the Working Group viewed the models and had questions answered by members of the Metro project staff and consultant team.

Wilbur Takashima and Chris Aihara chaired the meeting and led introductions. The written summary from the previous meeting (the At-Grade Emphasis alternative) was briefly reviewed as the meeting began. Wilbur asked whether the LTWG wanted to proceed with discussing the underground emphasis alternative. The LTWG agreed that many questions remained both about the at-grade alternative and also about details related to potential project mitigation activities.

A brief conversation about the at-grade emphasis focused on traffic operations and control after construction specific to the Alameda undercrossing. The LTWG would like to ensure that businesses along Temple, Los Angeles and 2nd Streets are included in the identified impacted area. James Okazaki would also like Metro to identify the impacts to City Hall, the Caltrans building and the new

police station. There were questions regarding construction staging locations and how the street would be "decked" to allow for free-flowing traffic unimpeded by construction activities taking place underground. The LTWG asked for more information about what kind of turn restrictions could be expected along Judge Aiso, Temple, Alameda, 1st and 2nd Streets, and Central Avenue. The Working Group also asked for more information about maintaining freeway access, and which local streets would experience increased traffic as a result of the project.

A discussion about potential mitigation measures, including the Mitigation Monitoring Plan, then followed. There were questions about how this plan would be developed and enforced. Additionally, the Working Group wanted to know if there is a mechanism in place, besides federal monitoring, to ensure that Metro will actually implement the mitigations identified and agreed upon with the community, and what the consequences would be if the mitigation plan were not followed. The LTCC requested a clear written statement identifying the mitigation activities and how monitoring will take place.

Chris Komai was especially concerned that "mitigation" implies only monetary reimbursement when many of the impacts, such as cultural and historical resources, may not be able to be mitigated by money. James Okazaki felt that money could be an "equalizer" and that Metro would need to set aside funding to mitigate impacts. The LTWG agreed that it is important to discuss and identify intangibles (e.g. "sense of community") during the environmental process, and wants to set aside time at a later meeting to identify and discuss such intangibles.

Alan Kumamoto wanted to know whether monetary reimbursements were considered as a part of the mitigation efforts and what would the threshold be for small businesses to access the funding. It was further clarified that while there is a restriction on utilizing federal funds to provide monetary compensation, however there is not such restriction for local funds e.g. through CRA/LA or another City agency.

Metro explained that a mitigation plan would identify the construction activities, when specific construction activities would take place, and the specific mitigating activities to take place in coordination with those construction activities. Metro is required to develop a mitigation monitoring plan with associated milestones for the Draft EIR/S, which will be reviewed with the community for input. The mitigation measures, as they appear in the Draft EIR/S, will become a contractual agreement between Metro and the community.

The LTWG would like examples of how the mitigation plans are developed, approved, and enforced. The LTWG requested an example of a mitigation monitoring program, and Metro will provide this information at the next meeting.

Kei Nagao of the LTWG raised concerns that the Working Group does not have the expertise to make decisions that are based on technical information provided by Metro. The lack of understanding of the overall process and the process to identify mitigations is unsettling to the community. She requested that Metro consider hiring a consultant with expertise in the environmental process to work directly with the group to discuss both the mitigations effort and environmental process. She

would also like Metro to consider scheduling site visits with the community. The LTWG agreed that a consultant to assist the group with understanding the process, and identifying potential impacts and mitigations would be preferable.

June Berk asked to go on record to be sure that none of the project alternatives would impact the "Go For Broke" monument; specifically, she opposes any alternative that would impact the monument. She stressed the cultural and historical importance of the monument is not just to Little Tokyo in Los Angeles, but to every Japanese American who was interned or in military service during World War II. She is sincerely and deeply concerned that Little Tokyo has been forced to give up property for government buildings, and would like to prevent this from happening in the future. She wants to protect the cultural viability of Little Tokyo, and feels like the overall situation is dire. Mr. Takashima acknowledged that this is an emotional issue, and reiterated that the community needs to be educated so it can ask the hard questions.

Metro then proceeded with a presentation of information about the underground emphasis alternative. A member of the LTWG felt that the nomenclature of this alternative was misleading because it implies that it is all below ground.

Metro provided background about the selection of the Build Alternatives. During the earlier Alternatives Analysis portion of the study, several underground alternatives were identified, but were eliminated for a number of reasons. These included uncertainty about future use of the Mangrove property (the City of Los Angeles was still in the Request for Proposals (RFP) process for that project), the Little Tokyo/Arts District station was under construction, and assurances were made to the Buddhist Temple that their property would not further impacted. Since that time, the Mangrove property use has been resolved and is now known as the Nikkei Center development.

Metro announced that new options are being explored to determine if the underground-emphasis alternative can be modified to address community concerns at 1^{st} /Alameda, potentially utilizing property below the Nikkei Center. No further details were available at the time of the meeting as this modification is currently being explored.

Metro representatives then explained the potential benefits of the Alameda underpass, including reducing truck traffic noise, as well as the possibility of extending the length of the underpass, which would create a larger pedestrian plaza. The LTWG was interested in the type of landscaping that could be utilized at the underpass and portal, with many in support of visually appealing landscaping cover.

The Working Group also asked for more information about permanent on-street parking restrictions, location of peak- and off-peak parking, and the identification of new parking opportunities. One opportunity may be to create additional off-site parking for Savoy residents and visitors.

Metro then explained the construction process for the underground emphasis option, starting with the cut and cover process, and how the tunnel boring machine (TBM) would be installed. Staging would take place where Señor Fish and the Office Depot buildings are currently located. Businesses

facing Central Avenue would be able to remain open during construction. Metro would ensure that traffic continues to flow as freely as possible during construction. Traffic control plans will be incorporated into the Draft EIR/S will be available for review by both the community and City of Los Angeles.

In regards to the tunneling, the LTWG asked about existing underground utilities, and what kind of utilities would need to be relocated as a part of the project. Metro explained that the large storm drain located under 2nd Street near Alameda Street would have to be relocated as part of project.

Several questions about the location and depth of the water table in the Little Tokyo area were asked. Members of the LTWG noted that during construction of JANM and the Little Tokyo/Arts District station, the water table was a consideration. If there was considerable water leakage, the tunnel would need to be sealed. This will be further evaluated in the Draft EIR/S.

James Okazaki asked if the project would be bid as a Design/Build contract. Metro explained that its policy is typically to bid the Design and Build contracts separately when a tunnel is involved.

Members of the LTWG wanted clarification of the project time line. Metro stated that the underpass for the Regional Connector would take up to two years to build, and could be the first or last construction element. There will be a staging presence for about four years. High impact construction activities would take place above ground over several weekends after which construction would continue underground with minimal impacts at the surface. It is possible to schedule construction activities to take place when the community would be least impacted. For example, construction in the predominately business area could take place at night and weekends, and in the residential areas during the weekday. The contractor would be required to recognize identified community events and cease operations during this time. This is an extremely important point for Nisei Week activities. A follow-up question was asked comparing the impacts if construction were to start at 1st/Alameda or 2nd/Hope; it was clarified that the latter is a difficult location technically and is close to sensitive residential uses as well as the Disney Hall.

June Berk asked when the Regional Connector's operational schedule would be available. There is concern about the volume of trains that would travel through Little Tokyo, and how off-schedule trains would impact safety. Metro explained that the schedule would not be prepared until after the project is constructed, i.e. close to opening. Modeling information is used to determine how many trains could be expected through the area, but this information is not a substitute for a passenger schedule.

Representatives from The Savoy wanted to understand how traffic on Alameda Street would operate with the Underground Emphasis alternative. Metro explained that automobiles traveling westbound could make a left turn on Alameda Street, but eastbound traffic would not. Vehicles seeking to make a left turn would need use Temple Street to make the turn.

There was a brief discussion about whether construction could compromise the older buildings in this neighborhood. Metro explained that soldier piles are installed prior to construction on the

perimeter of the cut and cover construction area. This strengthens the foundations and the street, and provides the structure for the concrete decks. Grouting is used only if there is settlement. Preconstruction surveys are conducted prior to any construction to determine the existing condition of the buildings. The survey involves taking photographs and making videos of the building foundations located along the alignment. This was the same process successfully used during the construction of the Metro Gold Line Eastside Extension.

Alan Kumamoto asked if Metro was planning on reaching out to any of the international firms to solicit a peer review of the project. Dolores said she was open to this taking place.

Prior to the end of the meeting the LTWG restated their request for a technical consultant to be made available that would work on their behalf. They are seeking more information about typical mitigations that could be employed in Little Tokyo, and what kind of impacts they might expect during construction. Metro undertook to present examples of mitigation plans from other projects at the next meeting, though noted that these may not necessarily apply to Little Tokyo.

The next LTWG meeting is scheduled to take place November 19, 2009 at the Japanese Community and Cultural Center. The agenda will include the continued discussion of the below underground emphasis alternative.

Items to discuss at future meetings:

- Continued discussion about the Underground Emphasis Alternative
- Possible technical consultant to support the LTWG
- Examples of mitigation and mitigation monitoring plans from similar type construction projects
- Discuss traffic control during construction, focused on Temple/Alameda, 1st/Alameda, 2nd/Alameda, and routing at 2nd/San Petro (at Kyoto Grand Hotel)
- Overall traffic impact of the project and during construction
- Construction timing and process, with particular attention to the Alameda underpass
- Current and future project need, including justification of ridership and station capacity and 2035 transportation needs

MEETING SUMMARY

Project Name:	Metro Regional Connector Transit Corridor Project
Organization:	Little Tokyo Working Group
Date/Time:	November 19, 2009; 6:00 - 8:00 p.m.
Meeting Location:	Japanese American Community and Cultural Center, 2 nd Floor 244 S San Pedro St, Los Angeles, CA 90012
Project Team:	Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry, Laura Cornejo, Henry Gonzales, Gerald Alvarez, Eric Carlson, Ray Sosa, Helene Kornblatt, Virginia Jackson, Clarissa Filgioun, Ginny Brideau

Attendees:

Chris Aihara	Joanne Kumamoto	Wilbur Takashima
June Berk	Eric Kurimura	Satoru Uyeda
Ron Fong	Victor Lazo	Robert Volk
Kristin Fukushima	Andrew Lin	Sindey Wang
Bobby Garza	Kei Nagao	Bill Watanabe
Mary Graybill	Roy Nakahara	Steven Wechster
Marc Hentell	Setsuko Nakahara	Jerard Wright
Ernest Hida	Alan Nishio	Paul Yeh
Craig Ishii	Mike Okamoto	Evelyn Yoshimura
Tom Kamei	Johnnie Raines	
Alan Kumamoto	Susie Tae	

Summary:

This was the fourth meeting of the Little Tokyo Working Group (LTWG), a subcommittee of the Little Tokyo Community Council's Planning and Cultural Preservation Committee (PCPC). The LTWG was convened to discuss issues pertinent to the Little Tokyo community as it relates to Metro's Regional Connector Transit Corridor project.

Wilbur Takashima and Chris Aihara chaired the meeting and led introductions. The written summary from the previous meeting was briefly reviewed as the meeting began. Chris reminded the Working Group members to commit to attending as many meeting as possible in order to have consistency and continuity in the review of all of Metro's project alternatives.

Wilbur asked for clarification regarding the differences between Urban Design Working Group (UDWG) and the LTWG. Dolores Roybal Saltarelli explained that the purpose of the UDWG process was to focus on the urban design of the project as a whole, and noted that there had been a meeting of the group as a whole, as well as separate breakout discussions with

Financial District, Bunker Hill and Little Tokyo area stakeholders as part of that process. The UDWG was formed before the LTWG was convened, and has a different purpose from the LTWG, which has a far broader role in addressing numerous topics as it relates to Little Tokyo exclusively. Wilbur also asked how often Metro meets with individual stakeholders outside of the LTWG meetings. He referenced Metro's recent fact sheet, calling out the numerous groups Metro has met with during the Alternatives Analysis and Draft EIS/R process to date.

Ann Kerman presented a draft scope of work identifying the process for securing a consultant to assist the LTWG during the environmental process. A copy of this memo is attached to this document. Alan Nishio asked that the consultant should report to the LTCC, and not the LTWG. Ann further explained that the consultant would be the choice of the LTCC, but Metro is asking the LTCC to identify a person or firm who has understanding of and expertise in light rail operations, right-of-way requirements, construction impacts, transportation planning, economic and community development, the EIS/R process, urban design, and station area planning. The consultant would work with the LTWG/LTCC until the release of the Draft EIS/R.

Bill Watanabe requested that the consultant should well versed in the understanding and identification of mitigation measures. Alan Kumamoto wanted more clarification regarding the selection process. Kei Nagao requested that as-needed translation and interpretation services be available to support the consultant. Chris then asked about the timeline for bringing a consultant onboard. Ann undertook to come back to the LTWG with a final draft of the scope, which would be presented to the LTWG at its next meeting. Additional comments from the LTWG should be sent to Ann Kerman by December 1, 2009.

Dolores moved on to present the conceptual design for the 3^{rd} Build Alternative, a new alternative that would pass entirely under the 1st/Alameda intersection. This alternative would include a station located at 2^{nd} Street and Broadway, as well as a new shallow station at the Office Depot site; there would no longer be a station at 2^{nd} and Los Angeles Streets. The alternative is similar to the current Underground-Emphasis alternative, with the exception that this alignment would continue to travel below-grade under 2^{nd} Street to a new station under the Office Depot property, and continuing under the street at 1^{st} /Alameda.

Other features of this new alternative include that the tracks would not surface at-grade until north of 1^{st} Street and east of Hewitt Street, and there would be additional turn restrictions from Hewitt, 1^{st} , and Alameda Streets. Further, there would not be an at-grade crossing or a pedestrian bridge at 1^{st} and Alameda Streets, and Alameda would not change grade between Temple and 2^{nd} Streets. In the initial operations of the Regional Connector, there would be north and south bound train service. The project would cost approximately \$200 million more than the Underground-Emphasis alternative.

The graphic showing the underground alternative is available for review at http://thesource.metro.net, Metro's transportation blog.

The construction of the new build alternative would involve tunneling under 2nd Street to Central Avenue. From 2nd/Central, Metro would use "cut and cover" construction, excavating to create space for the station, and placing the below-grade crossing at 1st/Alameda. Temporary track would need to be installed on the eastern side of Alameda in order to maintain Gold Line service to East Los Angeles. It is likely that additional property would need to be acquired from the Nikkei development and from an area west of the Nishii Temple in order to make space for both the tracks and 1st Street.

While there would be traffic impacts at 1st/Alameda, Metro is committed to working with both the City of Los Angeles and the community to ensure that impacts are mitigated. Ray and Dolores explained that they have not yet met with the Metro Board of Directors or LADOT about the new alternative, although a meeting is scheduled to take place in the near future.

Robert Volk sees this new alternative as a "real step forward", however he is still concerned with construction impacts at 1st and Alameda Streets. Dolores explained that construction timing and sequencing would be developed with the community input. It is likely that once the intersection is decked, the surface traffic would flow as it does currently.

Robert also asked if John Kaji has been made aware of the additional property needed at the Nikkei development for this new alternative. James Okazaki wanted to know whether a portal could connect with the Nikkei development. Dolores explained that Metro has met with John Kaji, and will meet again with him in December once additional technical details for the new build alternative become available.

Andrew Lin asked about the number of LRT trains that would travel through the 1st/Alameda intersection daily. With the Underground Emphasis Alternative, he estimated 576 trains a day. Dolores noted that with the 100% grade-separated alternative, there would be no at-grade crossings at 1^{st} and Alameda Streets, and because the trains would not travel at grade, there wouldn't be the associated noise impacts.

Chris asked about the tunnel boring process, how the Tunnel Boring Machine (TBM) would be dropped into the ground, and whether this would take place in Little Tokyo at 2^{nd} /Central or at 2^{nd} /Hope near Bunker Hill. Metro will evaluate the potential impacts of TBM placement in the Draft EIS/R. The LTWG's preference is that the TBM be inserted at 2^{nd} /Hope and not at 2^{nd} /Central.

There were questions about the possibility of abandoning the surface track at the Little Tokyo/Arts District station once the Regional Connector is constructed. Metro emphasized that the Gold Line Eastside Extension has only just opened, and that technical and ridership studies have not been completed for the new build alternative.

Evelyn Nishimura asked whether the addition of the 3rd Build alternative would impact the project schedule and Dolores confirmed that it would not. She explained that the next step for the project involves going to the Metro Board of Directors to receive their approval to

include it in the environmental work currently underway. This would be done if the LTWG would support moving forward with analysis of this new alternative.

Alan Nishio made the following motion, which was seconded by Chris Aihara and approved by the LTWG as follows: *"The LTWG recommends to the LTCC Board to endorse the concept and preliminary design as presented today for the third build alternative."* The motion was approved with a vote of 23 ayes, and zero "no" votes.

LTWG will continue working to identify potential mitigations for each build alternative. In the meantime, the LTWG asked the Metro technical team to present information about this 3rd Build alternative at the next LTCC meeting. There was a question about the possibility of removing the underground-emphasis alternatives from further environmental review. However, Dolores and Ray explained that removing the alternative at this juncture could threaten future federal funding for the Regional Connector.

The DEIS/R will be released for public review during the summer of 2010 prior to its presentation to the Metro Board of Directors, with staff providing their recommendation for the Locally Preferred Alternative (LPA). Once the LPA has been chosen, additional technical work will be completed. The Regional Connector does not become a "project" until the Metro Board of Directors approves the Final EIS/R. Dolores emphasized that Metro will continue to work with the LTWG to address issues related to the Regional Connector, including developing potential mitigation measures so the document should not contain any surprises.

In response to the LTWG's request at its previous meeting for examples of mitigation plans, Metro distributed a CD containing examples from Seattle and the Metro Gold Line Eastside Extension mitigation programs. The documents will be discussed at a future meeting.

There was a short discussion regarding whom Metro sees as the official representative of Little Tokyo. Metro noted that it continues to meet with stakeholders individually, often at their request, as well as with larger groups. The LTCC represents a number of stakeholders that Metro has met with during the project.

Ann mentioned that she is aware that some Little Tokyo stakeholders who would like to participate in the LTWG, are currently unable to attend meetings because of scheduling conflicts on Thursday evenings Ann wondered whether the LTWG could occasionally meet on Tuesday or Wednesday evenings to accommodate those unable to meet Thursdays.

Items to discuss at future meetings:

- Updates regarding the technical consultant to support the LTWG
- Continued discussion about the 100% grade separated Alternative
- Discussion of examples of mitigation plans
- Discuss traffic control during construction (e.g. on Temple/Alameda, 1st/Alameda, 2nd/Alameda, and routing at 2nd/San Petro at Kyoto Grand Hotel)

- Overall traffic impact of the project and during construction
- Construction timing and process, with particular attention to the underground-emphasis alternative's Alameda underpass
- Current and future project need, including justification of ridership and station capacity, and 2035 transportation needs

Upcoming Schedule

• Next meeting is Thursday, December 17, 2009 at 6 p.m.

DRAFT – PROPOSAL (11/19/09)

Little Tokyo Working Group Consultant

for the

Regional Connector Transit Corridor Draft EIS/R

OVERVIEW

The Little Tokyo Working Group (Working Group), a committee of the Little Tokyo Community Council (Council) seeks to engage the services of a consultant who can assist the Working Group in the development of proposed mitigations for the Regional Connector Transit Corridor Project Draft EIS/R. The Project will connect the Metro Gold Line Pasadena and Eastside segments to the Blue Line and Expo Line. This will place Little Tokyo at the center of a regional rail system, making it one of the most accessible communities in the County. The consultant will work with the Working Group to help them understand the Draft EIR/S process and identify potential impacts and mitigations associated with the development of a new transit link within downtown Los Angeles. The consultant will provide the following functions: (1) provide a technical resource to Little Tokyo community during the development of draft environmental documents for the Regional Connector Transit Corridor Project; (2) help the Working Group identify impacts and potential mitigations for each build alternative that will protect the historical and cultural integrity of Little Tokyo; and (3) extract the concerns of residents, businesses and stakeholders in Little Tokyo and recommend potential mitigations for inclusion in the Draft Environment Impact Statement/Environment Impact Report (Draft EIS/R).

CONTEXT OF REQUESTED WORK: HISTORY OF THE LITTLE TOKYO COMMUNITY

Land use has long been a contentious issue in Little Tokyo. As one of only three remaining official Japantowns in the United States, Little Tokyo has felt continually threatened with development that could eradicate it. At its peak, Little Tokyo had approximately 30,000 Japanese Americans living in an area that covered over one square mile, but the internment of Japanese Americans during WWII emptied Little Tokyo. After the war, Japanese Americans returning from the internment camps moved into other areas surrounding downtown. What is left of the original Little Tokyo can be found in roughly four city blocks today. This sense of an ever-shrinking Little Tokyo and resistance to development in the area is supported by the development of Parker Center at the former site of the Nishi Hongwanji Buddist Temple and the First Street business strip, as well as Weller Court which was developed on property that was formerly a strip of family-owned small businesses. The Regional Connector Transit

Corridor Project is seen by some in the Little Tokyo Community as one more attempt to encroach into Little Tokyo and further reduce its size and viability. However, the investment of transit dollars and siting of the Regional Connector in Little Tokyo may be a rare opportunity to ensure that the historic and cultural identity of Little Tokyo is protected for years to come by the inclusion of specific mitigations in the Draft EIS/R for the Regional Connector Transit Corridor Project. Such mitigations can help take advantage of and leverage the enhanced accessibility to Little Tokyo from all parts of the region and Southern California that would accompany implementation of the Regional Connector project

PROCESS:

Metro is in the process of developing a mechanism to provide funding not to exceed \$30,000 for purposes described above. This mechanism with be described in detail in future drafts. Funding must be used exclusively to pay for said consultant. The consultant will be secured through an independent search process subject to Metro's approval that the consultant is qualified in the areas stated below. It is expected that the term of engagement will be no longer than six months or through the release of the Draft EIS/R by Metro. The consultant must commit to a reasonable deadline and to work within a proscribed budget. No changes in the project timeline or schedule will be permitted.

QUALIFICATIONS:

It is expected that the consultant has expertise in the following areas:

- Light Rail operations both street running and underground.
- Right-of-way requirements
- Construction impacts
- Transportation Planning including traffic, parking and pedestrian issues
- Economic Development
- Community Development

- Draft EIS/R Process
- Urban Design and Station Area Planning
- Others as appropriate

CONSULTANT TASKS

- 1) Communicate with the Little Tokyo community and provide technical assistance to small businesses and residents on how the Project may affect them.
- 2) Assist the Little Tokyo community in understanding:
 - How the Draft EIS/R works
 - How the environmental process works
- 3) Assist Little Tokyo in identifying potential impacts and mitigation measures for each build alternative for incorporation into the Draft EIS/R for the Regional Connector Transit Corridor Project.

Project Name:	Metro Regional Connector Transit Corridor Study		
Organization:	Little Tokyo Working Group		
Date/Time:	December 17, 2009; 6 p.m.		
Meeting Location:	Japanese American Community and Cultural Center		
Project Team:	Dolores Roybal Saltarelli, Laura Cornejo, Gerry Alvarez, Ann Kerman, Eric Carlson, Ray Sosa, Kansai Uchida, Ginny Brideau		
Attendees:	Roy Nakahara, Goro Endo, Robert Volk, Kristin Fukashima, Sean Miura, Wilbur Takashima, Jerard Wright, Yukio Kawaratani, Bill Watanabe, Ron Fong, Chris Komai, Evelyn Yoshimura, Kim Tachiki-Chin, Eric Kurimura, Alan Nishio, Kei Nagao, Chris Aihara, James Okazaki, Jeff Carpenter, Jeff Liu, Satori Uyeda, Mary Graybill, Susie Tae		

- Action Items:
 Provide Working Group with updated consultant terms
 - Ann Kerman to provide a list of firms from Metro's "Bench"

Summary:

This was the fifth meeting of the Little Tokyo Working Group (LTWG), a subcommittee of the Little Tokyo Community Council's Planning and Cultural Preservation Committee (PCPC). The LTWG was convened to discuss issues pertinent to the Little Tokyo community as it relates to Metro's Regional Connector Transit Corridor project.

Wilbur Takashima and Chris Aihara chaired the meeting and led introductions. The purpose of the meeting was to discuss the draft consultant agreement and updates to the potential build alternative.

Ann Kerman presented a draft scope of work identifying the process for securing a consultant that would assist the LTWG during the development of the project mitigation measures, and would review the Draft EIS/R on LTCC's behalf. A copy of the draft scope is attached to this document.

Ann further explained that while the consultant would be the choice of the LTCC, Metro is requesting that the LTCC identify a person or firm who has understanding of and expertise in light rail operations, right-of-way requirements, construction impacts, transportation planning, economic and community development, the EIS/R process, urban design, and station area planning. The consultant would work with the LTWG and LTCC until the release of the Draft EIS/R.

The consultant would submit invoices to the LTCC, which the LTCC would approve and send to Metro for payment. Metro would be responsible for timely payment based on the invoice submitted.

LTCC will decide internally how the consultant will be managed, and who will manage this person/firm. Chris Aihara and Don Watanabe asked if Metro could provide any direction or suggestions on how to best reach out to the professional community. Ann offered to provide a copy of firms listed on Metro's "bench" to Don. Chris wanted to set up a small committee to identify a potential consultant. The committee will meet on the 28th and 29th of December. The committee includes Chris, Alan Nishio, Ron Fong, and Yukio Kawaratani.

The Working Group is concerned they won't have enough time to get the consultant up to speed on the project, and won't be prepared to review the Draft EIS/R. They understand the work of the consultant would conclude by the time the Draft EIS/R is released to the community. Dolores tried to impress upon the Working Group that they would have ample opportunity to provide feedback and fine-tune mitigations, including the review of the station and urban designs.

The LTWG also wanted to be sure that once the consultant's funds are expended that the LTCC would not incur any additional debt. Ann reassured the LTWG they would continue to have the entire Metro consultant team to provide support. The consultant is not intended to replace Metro's consultant team.

Don expressed his appreciation to Metro for working with the LTCC and trusting the council to go through this process.

Dolores provided an update on the third build alternative and provided an overview of the initial operating plan. Metro is continuing to develop the initial concept for this third alternative with the support of its construction and operations departments. Dolores will update the Metro Board of Directors at its February meeting about the new alternative, so that the Board will authorize Metro staff to move forward with adding this ³¹⁰⁸ Los Feliz Boulevard Los Angeles, CA 90039 ^{323.669.9100 Phone} ^{323.669.9800 Fax} alternative to the full study. Dolores recently provided a briefing to Supervisor Molina's office as well as the City of Los Angeles Department of Transportation.

A short discussion followed regarding the topics for the next meeting. Because of the holidays, the need for Metro to continue developing the conceptual designs for the third build alternative, and time needed for the LTCC to hire the consultant, the next Working Group meeting is anticipated to take place on Thursday, January 21, 2010.

The meeting ended shortly before 7:30.

Project Name:	Regional Connector	
Organization:	Little Tokyo Working Group	
Date/Time:	February 18, 2010; 6 to 8 p.m.	
Meeting Location:	Japanese American Cultural and Community Center	
Project Team:	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansi Uchida, Helene Kornblatt, Ginny Brideau	
Attendees:		
Action Items:	 Metro encourages participation at the upcoming Metro Board of Directors meeting on February 25th Metro to provide an update on the study timeline 	

Summary:

Chris Aihara began by noting this would be the 6th meeting of the LTWG. Once the group introduced themselves, Chris reviewed the previous meeting summary and current meeting agenda.

Chris Aihara presented an update on the hire of Douglas Kim and Associates (DKA). A pre-meeting was held on February 17th to discuss the approach and management of the contract. The working group has identified a task force to manage the contract. Chris feels DKA will effectively represent the Little Tokyo Community during the EIR process.

Jason Yamaguchi asked about the hiring process, the total number of applicants, and who on the LTCC decided to hire DKA. He was supportive of the hiring process, just wanted to be clear on the process itself. Alan responded by noting all of the applicants were very strong, however there were certain characteristics of the firm provided the committee with assurances DKA would be a better fit for the LTCC. Wilbur introduced Jared Jerome of DKA. The firm's website is douglaskimandassociates.com

Dolores began by thanking the LTWG members who had attended the Planning and Programming meeting earlier in the day. The community's turnout was seen as support for the adding the new alternative to the study. The motion unanimously passed both the Measure R and Planning/Programming Committee meetings. She outlined the next steps, and what to expect at the Metro Board of Directors meeting, and what would happen if the new alternative were added to the study.

Dolores provided an update regarding the recent meeting with the Nishi Temple. Metro presented two variations to the Nishi Temple, with the Nishi Temple finding only the first variation (or single tunnel option) to be the only acceptable variation. The Nishi Temple

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liked the treatment with vegetation and the trains as they move by, but did not like the second variation as the portal ended right at the "front door" to the Nishi Temple. The Working Group agreed to support the only variation supported by the Nishi Temple.

Ted Tanaka presented the two variations, highlighting different urban design treatments, and concepts used in the Phoenix Light Rail system.

Chris Aihara noted that no action is needed at this time.

Darryl Garibay asked about the location of the station in the fully grade separated alternative. Dolores explained the only possible location for the station with this alternative is at the Office Depot site. It is not possible to provide access to Union Station and to East Los Angeles, and place the station anywhere else. The station cannot be located at the Nikkei Center development, however it is possible to place a passenger portal directly connecting the station to the Center.

Evelyn Yoshimura asked what would happen if the fully grade separated alternative is not added to the project? She wanted to know if both stations along 2nd Street would continued to be studied, and who would make the final recommendation regarding the location of the station. Dolores explained that with the predominately below-grade alternative would continue to be studied as part of the DEIS/R process. If the predominately below-grade alternative is selected as the LPA, the Metro Board of Directors would make the final recommendation regarding the station location, and there would not be a station at the Office Depot property.

Satoru Uyeda asked if Metro could provide information that would identify businesses that would be impacted by construction. Ray Sosa explained that in the Draft EIR the community would see a large area of identified properties that could be impacted by construction, however it is possible that not all of the properties would be impacted. Metro will know more as Advanced Conceptual Design is completed and enters into Preliminary Engineering.

Ann Kerman discussed the LTWG's next steps. At the March 18th meeting, Doug Kim will be in attendance to begin the mitigations discussion. The LTWG asked Metro to provide an updated timeline for the Draft EIR review and the study's next steps.

The meeting concluded at 7:30 p.m.

Project Name:	Regional Connector Transit Corridor Project	
Organization:	Little Tokyo Working Group (LTWG)	
Date/Time:	Thursday, March 4, 2010; 6 to 8 p.m.	
Meeting Location:	Japanese American Cultural and Community Center	
Project Team:	Dolores Roybal Saltarelli, Eric Carlson, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	
Attendees:	Chris Aihara, Edwin Barker, June Berk, Ron Fong, Kristin Fukashima, Bobby Garza, Mary Graybill, Yukio Kawaratani, Chris Komai, Alan Kumamoto, Joanne Kumamoto, Kei Nagao, Alan Nishio, Sawako Nita, Mike Okamoto, Susie Tae, Wilbur Takashima, Satoro Uyeda, Robert Volk, Bill Watanabe, Jason Yamaguchi, Vanessa Yee, Evelyn Yoshimura	
Action Items:	 The LTWG requested the mitigation measure examples be resent to the group (completed) Down Kins to present Mitigations Measures Action Plan at next 	

 Doug Kim to present Mitigations Measures Action Plan at next LTWG meeting

Summary:

Wilbur Takashima called the meeting to order at 6:00 p.m., and led introductions of those in attendance. Wilbur reviewed the agenda with LTWG members; items for discussion included an overview of mitigation measure examples from other rail transit projects in the country.

Dolores Roybal Saltarelli provided the LTWG with background about typical mitigation measures. She explained that mitigation measures for this project are intended to reduce or avoid impacts from construction and operation of the Regional Connector.

Dolores noted that the Draft Environmental Impact Study and Report (DEIS/R) would be available for public review in Summer 2010. Metro is requesting feedback from the Little Tokyo Community Council (LTCC) by April 15, 2010 regarding requested mitigation measures for inclusion in the DEIS/R. Dolores emphasized, however, that April 15th, 2010 is not the final deadline for submission of requested mitigations and that the Final EIS/R (FEIS/R) will be the last opportunity during the project to make changes to the mitigation measures suggested for the Regional Connector. The FEIS/R will become available for public review in Fall 2011. The FEIS/R will include a menu of mitigation measures, which will then become part of the Record of Decision (ROD) and ultimately the contract between the community and Metro.

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The mitigation measures section of the DEIS/R will likely be listed in both paragraph and table form, calling out impacts connected to specific candidate mitigation measures. These measures will be developed by Metro in coordination with the LTWG, which will work with its consultant to recommend additional measures if needed. There will also be other opportunities to add or refine mitigation measures during Preliminary Engineering (PE), the next phase of the project.

Dolores asked the LTWG to refer to the mitigation plans from Sound Transit (located in Seattle, Washington) and the Metro Gold Line Eastside Extension (located in Los Angeles, California), which were distributed at the LTWG meeting on November 19, 2009. The LTWG requested that Metro resend the mitigation measure materials previously distributed.

Dolores then explained the steps needed to draft the environmental document. She clarified that numerous technical reports are still in the process of being drafted and will be submitted to Metro by the consultant. Once Metro completes the review, the draft document will be turned over to the Federal Transportation Administration (FTA). Once the FTA reviews the DEIS/R, the document will be released to the public for comment.

Doug Kim was introduced to the LTWG as the consultant hired by LTCC to support its role working with Metro on issues specific to Little Tokyo-during the DEIS/R phase of the Regional Connector project. Chris Aihara asked that Doug, as part of his scope, specifically address the selection of the Locally Preferred Alternative (LPA), identification of candidate mitigation measures, and his vision for the community process. Doug then discussed the purpose of the Mitigation Monitoring Plan (MMP), which will outline impacts and specific mitigation activities that can be implemented. The MMP identifies Metro's responsibilities and community expectations. Doug added that he would review the technical studies Metro has available prior to the next LTWG meeting. He would also like to lead a roundtable discussion with the LTCC, or community-at-large, by the end of April.

Bill Watanabe asked whether each alternative would have specific sets of mitigation plans. Dolores noted that Metro would identify a full list of mitigation measures for each alternative. Doug added that FTA would require Metro to study each of the build alternatives equally, identify potential impacts, and the associated mitigation measures. To allow the community and Metro greater flexibility once construction begins, Ray asked the LTWG to consider identifying an array of potential mitigations, rather than just one major activity to address individual impacts.

Dolores pointed out that, in other jurisdictions, LPAs have been identified prior to the completion of the environmental process. Since the Little Tokyo community has identified a preferred alternative, the LTWG could consider focusing its time on identifying mitigation measures specific to the fully-grade separated alternative. The LTWG agreed to focus on the fully-grade separated alternative, but would still continue to evaluate the remaining alternatives.

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Wilbur asked about the status of the Advanced Conceptual Engineering (ACE) and Preliminary Engineering (PE). Dolores responded that the ACE is taking place at present, but once the ACE is completed, Metro will ask FTA for permission to enter into PE. The request to enter into PE will be submitted to FTA this summer, once the DEIS/R document has been circulated to the public.

Ron Fong asked about cultural impacts to Little Tokyo, specifically impacts to Nisei week activities, and to minority and low income residents. Ray Sosa clarified that Metro has already identified the impacts to minority and low-income communities, and that mitigation measures will be identified to address project impacts.

Robert Volk asked about the entry point for the Tunnel Boring Machine (TBM). Dolores explained two potential locations (2nd Street and Central Avenue or 2nd and Hope Streets) would be reviewed as part of the study, and that both would be "environmentally cleared" for construction. Metro's Board of Directors would make a recommendation based both on the outcome of the technical reports and staff's recommendation regarding the final location of the entry point of the TBM. Robert stated his concerns about the cut/cover construction activity's impacts to 1st and Alameda Streets, and about the impacts of the TBM. Ray explained that typically turns using a TBM have been gentle, and that the turn needed at 1st and Alameda Streets is too sharp and shallow to safely use a TBM at this location.

Doug asked the LTWG to consider what Little Tokyo would look like once the project is in operation, including prospects for the future of the Office Depot site. He also wanted to know whether Metro has engaged any developers, or has any expectations for the property once construction is completed. Dolores explained that, during the DEIS/R, Metro is focused on the project alternatives and will not entertain any discussions about future development at the site. Ron then enquired about the status of the Office Depot site once construction is completed. Ray explained that any development at 1st and Alameda Streets would be a community-led decision.

Yukio Kawaratani emphasized that the future use of the Office Depot site should fit into the fabric of the neighborhood and specifically requested that the LTCC should have a plan in place once construction is completed. He would prefer to see buildings that meet the needs of the community, and doesn't want "Highest and Best Use" of the property.

A short discussion began regarding timing station construction with construction of any development that would be located at 1st and Alameda Streets. There would be a benefit to the community if the construction of the Regional Connector and any potential development at the current Office Depot site could take place during the same timeframe, rather than have ongoing construction for more than 5 years.

Satoro Uyeda owns a business on 1st Street and is concerned about the long-term construction impacts to Little Tokyo. He pointed out that it isn't just the actual construction, but rather perceptions about construction that impacts the community.

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The Little Tokyo Public Safety Association has worked to change the public's perception of the neighborhood by addressing the perceived safety concerns. He observed that if an activity is scheduled to take place at or around City Hall, business that day tends to drop off noticeably. If people routinely hear that construction is taking place in Little Tokyo, or that construction on the Regional Connector has started, he is worried that they will avoid Little Tokyo entirely. He continued by pointing out that, while there may have been no loss of business on the Metro Gold Line Eastside Extension, many businesses are noticing they have new business owners next door.

Jason Yamaguchi wanted to know if more community meetings are scheduled. He's concerned that businesses along 2nd Street are unaware of the project, even though Metro contacted the owners. Chris Aihara reiterated she would like to see more concerted outreach to businesses along 2nd Street and that a community meeting would need to be scheduled for April. This meeting would take place before Metro's currently scheduled Community Update Meeting on April 14th, 2010.

Doug then provided an overview of next steps, including hosting focused stakeholder roundtable discussions, and a schedule of activities. He anticipates holding three roundtable meetings for Businesses, Residents, and Cultural/Religious stakeholder groups. Robert Volk suggested that Doug Kim meet with stakeholders before he reviews Metro's materials in order to make best use of his time. Kei Nagao suggested using the matrix as a starting point. Alan Kumamoto would like the group to complete a survey to understand the "hot topics" of most urgent concern to the LTWG. Doug offered to bring an action plan to the next LTWG meeting, and discuss the best approach to identify mitigation measures. The schedule depends on the availability of Metro's technical reports; there are 23 technical reports, some of which are only available in mid- April. Metro offered to assist Doug in any way with the community outreach effort. Dolores undertook to provide Doug with a copy of the Methodology Approach report, which will help the LTWG identify Metro's assumptions about the project.

The LTWG exchanged ideas about how Doug could best identify community concerns, identify potential mitigation activities, and how to convey information back to Metro. The group wants to be sure that that the schedule, is adequate to cover issues to be discussed so that a clear message can be developed.

Ann Kerman thanked the LTWG and LTCC for the letter sent to the Metro Board of Directors and CEO Art Leahy. The letter recognized Metro staff for their prompt attention and willingness to address Little Tokyo's concerns by adding a new fully-grade separated build alternative through the Little Tokyo community.

The meeting concluded at 8:00 p.m.

The next meeting will take place on March 18, 2010.

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Project Name:	Regional Connector Transit Corridor Project	
Organization:	Little Tokyo Working Group (LTWG)	
Date/Time:	Thursday, March 18, 2010; 6 to 8 p.m.	
Meeting Location:	Japanese American Cultural and Community Center 222 S San Pedro St, Los Angeles	
Project Team:	Eric Carlson, Gerry Alvarez, Ann Kerman, Ray Sosa, Virginia Jackson, Helene Kornblatt, Kansai Uchida, Clarissa Filgioun, Ginny Brideau	
Attendees:	Chris Aihara, Edwin Barker, Kristin Fukashima, Darryl Garibay, Bobby Garza, Yukio Kawaratani, Chris Komai, Diane Tanaka, Alan Kumamoto, Joanne Kumamoto, Kei Nagao, Alan Nishio, Wilbur Takashima, Satoro Uyeda, Robert Volk, Bill Watanabe, Jason Yamaguchi, Evelyn Yoshimura	
Action Items:	 Metro to consider extension for receipt of DEIS/R materials from the LTWG to April 29, 2010 Metro and Doug Kim to provide introductory materials ("EIR 101") to LTWG for review by March 25, 2010 in preparation for the next meeting Metro and Doug Kim to present "EIR 101" as a portion of the April 1 LTWG meeting 	

Summary:

Chris Aihara called the meeting to order at 6:00 p.m., and led introductions of those in attendance. Chris reviewed the agenda, which focused on Doug Kim's presentation of the approach to the action plan and proposed calendar. Two changes were made to the March 8, 2010 meeting summary, correcting the start time to 6:00 p.m. and the FEIR availability date to Fall 20<u>11</u>.

Doug updated the LTWG with his work to date. Doug has reviewed 2 of the 7 technical reports available to Metro. He also anticipates hosting 3 stakeholder workshops prior to the end of April 2010, which would be focused on Business, Residents, and Nonprofit/Cultural/Religious stakeholders respectively. Chris clarified that community members will be encouraged to attend the workshop that best fits their schedule. The first meeting is tentatively scheduled for April 22, 2010.

Chris discussed the efforts of the Consultant Task Force (CTF), and the amount of time taken to review the first 2 technical reports. She is concerned the LTCC will not have enough time to review, digest, and seek community input regarding the remaining 16 technical reports not yet available from Metro (there are a total of 23 technical reports). On behalf of the LTCC, she requested Metro allow the LTWG an additional two weeks to April 29, 2010 to deliver their document regarding the candidate mitigation measures for the Regional Connector Transit Corridor project. Regardless of Metro's ability to extend the deadline, the LTWG would be unable to have the document approved by LTCC for submission ahead of the April 27, 2010 general meeting.

Doug explained that the final two technical reports would not be available until the week of April 5th and that anticipated community stakeholder meetings would not be held until mid-April, hence the additional time requested. Many of the LTWG asked Metro to identify the potential ramifications of extending the due date by two weeks.

Eric Carlson identified the concern from Metro's perspective that the community stakeholder meetings would not take place until all of the tech reports had been reviewed, noting that the review of the tech reports was intended as supplemental information and not as the main source of information for the mitigations. He provided some background about the current April 15 due date for materials from LTWG to be added to the Draft EIS/R. He explained that Metro is working with the Federal Transit Administration (FTA) to submit an application for funding the Regional Connector Transit Corridor Project. In partnership, Metro and the FTA have agreed to a "roadmap" or schedule by which documents and milestones would need to be completed. Funding for the Regional Connector would be dependent on the completion of the Draft EIS/R. In order to remain eligible for the upcoming funding cycle, Metro must submit the Draft EIS/R for FTA review by June 1, 2010. Working backwards, Metro's technical consultant is scheduled to provide a draft to Metro for internal review by May 1, 2010. To provide enough time for inclusion and review, the technical consultant should receive final comments from Metro and the LTWG by April 15, 2010 so that the current schedule can be maintained.

Eric reiterated Dolores Roybal Saltarelli's comment from the previous LTWG meeting that, should the LTWG be unable to deliver a document prior to April 15, 2010, it is not the final deadline for submission of requested mitigations from this community. He noted that the Final EIS/R (FEIS/R) will be the last opportunity to make changes to the candidate mitigation measures suggested for the project, and that the anticipated availability of the FEIS/R is Fall 2011. The FEIS/R will include a menu of mitigation measures, which will then become part of the Record of Decision (ROD) and ultimately the contract between the community and Metro. If additional mitigations are needed after the ROD is developed, Metro will work with the Little Tokyo community to address specific requests.

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Various members of the committee noted that they did not think an additional two weeks was an unreasonable request given the timeline and also asked if it would be possible for Metro to accelerate some of the tech reports that were of greatest interest, such as the Transportation Impacts report and the Land Use report.

Eric said he would inform Dolores, Metro's Project Manager, that the committee needed two additional weeks to prepare mitigations, and that Metro would look to accelerate the key tech reports discussed (Transportation Impacts, Land Use.) It was noted that Dolores would be out of the office until Monday, March 22, 2010, and anticipated that a response from her would likely come later in the week. He also would ask Dolores to give priority to the more anticipated reports, such as those addressing environmental justice and transportation.

Many of the LTWG members were uncertain about the EIS process, and asked if Metro and Doug could develop a short presentation that covered the basics of the environmental process. This presentation would explain how the reports are developed, how EIRs are approved, and the next steps between now and construction. They also requested a short description for each technical report. Ann Kerman agreed that such an overview would be helpful, and that information would be developed and provided to the LTWG prior to the April 1 meeting.

Ahead of the next meeting, the LTWG will continue to review the technical reports as Metro makes them available. The Working Group will also discuss an outreach approach to generate interest for the upcoming stakeholder meetings.

It was also agreed the LTWG would also serve as the Urban Design "sounding board" for the conceptual urban design of the new Little Tokyo/Arts District station included in the Fully Grade Separated build alternative. The discussion for the new station would take place in May 2010.

Jason Yamaguchi asked Ann to check at Metro to ensure the well-being of the new trees located at the current Little Tokyo/Arts District station. He has noticed the trees appear to be dying due to lack of water.

The meeting concluded at 8:00 p.m.

The next meeting will take place at 6:00 p.m. on April 1, 2010.

Project Name:	Regional Connector Transit Corridor Project	
Organization:	Little Tokyo Working Group (LTWG)	
Date/Time:	Thursday, April 8, 2010; 6 to 8 p.m.	
Meeting Location:	Japanese American Cultural and Community Center 222 S San Pedro St, Los Angeles	
Project Team:	oject Team: Dolores Roybal Saltarelli, Eric Carlson, Gerry Alvarez, Anr Kerman, Ray Sosa, Virginia Jackson, Helene Kornblatt, Kansai Uchida, Clarissa Filgioun, Ginny Brideau	
Attendees:	Edwin Barker, Bobby Garza, Mary Graybill, Doug Kim, Chris Komai, Alan Kumamoto, Joanne Kumamoto, Mike Okamoto, Johnnie Raines, Kim Tachiki-Chin, Wilbur Takashima, Satoru Uyeda, Jayson Yamaguchi, Vanessa Yee, Evelyn Yoshimura	
Action Items:	 Metro to provide potential meeting dates to discuss the urban design of the new Little Tokyo/Arts District Station. The Robert Group to contact the Little Tokyo Business Improvement District regarding their membership list. 	

Summary:

Wilbur Takashima called the meeting to order at 6:00 p.m. and led introductions of those in attendance. Diego Cardoso briefly joined the meeting to thank the LTWG members for their participation at the recent Metro Board meeting in support of the Regional Connector study.

Dolores Roybal Saltarelli, Metro's Project Manager, responded to the LTWG's request to extend the deadline to April 29 for submitting a response about potential mitigation measures in the draft environmental document. She asked the LTWG to submit its materials as soon as possible, and Metro would make every effort to include the group's input in the administrative draft of the document. She outlined the project schedule, noting that the release of the Draft EIS/R would take place between summer and early fall 2010, and would include a staff-recommended Locally Preferred Alternative (LPA).

Dolores then reviewed the operating plans for each project alternative under study. The original and ongoing intent of the Regional Connector is to provide direct access through Downtown Los Angeles respectively East to West from East Los Angeles (and in future the vicinity of I-605 freeway) to Culver City(and in the future Santa Monica) and North to South from Pasadena (and in future Azusa) to Long Beach. She further explained that the Regional Connector would not provide direct East to South or West to North access.

Wilbur asked about the possible removal of the current Little Tokyo/Arts District station, and what its demolition might entail. Ray Sosa responded that it could take up to 3 months, and that the impacts of station demolition would be considerably less than what was experienced during construction. Dolores emphasized that the Metro Gold Line would remain in operation during construction, and that a final decision regarding the platform would be made separately from the study.

Noting that the Planning Commission had approved the Nikkei Center development plan earlier that day, Wilbur asked if there was an update on any communications that would locate the LT/AD station under that development. Dolores noted that her conversations with Mr. Kaji have focused on providing a station entrance at the Nikkei Center Development, rather than placement of the station box under that site.

Bobby Garza asked about the timing of the decision regarding the Little Tokyo/Arts District Station. Dolores explained that Metro has focused on the study of the project alternatives and will make a decision about this station at a later juncture, likely after the completion of Preliminary Engineering (PE). She reiterated, however, that the station would remain in operation until the opening of the Regional Connector.

Doug Kim, consultant to the LTWG, mentioned his conversation with Mr. Kaji, which took place earlier in the day. While they did not discuss the Planning Commission decision, Doug is aware that Mr. Kaji will meet with the project's investors to discuss the station location and passenger access. Dolores and Ray reviewed the limitations of placing the station box under the Nikkei Center Development, specifically that Metro would be unable to provide the North/South and East/West service should the station box be placed under this site.

Doug Kim presented a summary of the EIR process in the context of the Regional Connector. The primary focus of his presentation addressed the overall environmental process, the importance of this process, and how to provide the best input to Metro regarding the project. His presentation also provided additional background of the Alternatives Analysis, and how Metro could secure funding from the Federal Transit Agency (FTA). A complete copy of the presentation is attached to this meeting summary.

He added that a series of three workshops for the Little Tokyo community, sponsored by the Little Tokyo Community Council, are slated to take place in April. Workshops will provide the community with an opportunity to discuss potential impacts of the construction and operations of the Regional Connector.

The meetings will take place at the Japanese American Cultural and Community Center, on the following dates and times, and targeted to specific community interests:

- Business focus April 21 at 3 p.m.
- Non-profit focus April 22 at 4 p.m.
- Residential focus April 22 at 6 p.m.

Meetings will be open to all in the community, regardless of the meeting's focus.

At the conclusion of the workshops, the LTCC will receive a recommendation from the LTWG regarding the candidate mitigation measures. The LTCC will meet on April 27, 2010 to hear the workshop report and to consider these candidate mitigation measures.

Ann Kerman informed the LTWG that Metro's outreach team would be available to assist with notifications for the upcoming focus group meetings. Metro is alos available to provide informational materials about the focus groups at the community update meetings taking place in mid-April. Wilbur would like to invite as many Little Tokyo stakeholders as possible to ensure that a wide range of voices are heard.

Ann reminded the group of the dates and times of the community update meetings. She noted that materials have been distributed through postal mail, email, placed on the Gold Line and local buses, and were distributed by hand. Additionally, advertisements were placed in Rafu Shimpo, Pacific Citizen, Downtown News, Garment and Citizen, and Pasadena Star News.

Satoru Uyeda suggested that Metro contact the Little Tokyo BID for their distribution list. Ginny Brideau will follow up.

Jayson asked whether Metro had an update on the status of the cherry trees near the Little Tokyo/Arts District station. Ann had been on jury duty and unable to follow up. She will check on this issue once she has returned to the office.

Ann Kerman noted that the Little Tokyo Urban Design Working Group would be tentatively scheduled for the April 29 LTWG meeting. Dolores needs to confirm the technical consultant's availability.

The next meeting will take place at 6:00 p.m. on April 29, 2010.

Regional Connector Transit Corridor Draft Environmental Impact Statement/ Draft Environmental Impact Report

APPENDIX I

AGENCY COORDINATION AND PUBLIC INVOLVEMENT Urban Design Working Group Materials

Portions of this appendix have been intentionally left blank. This information is available from Metro upon request.

State Clearinghouse Number: 2009031043

	A	В	C
2	Organization	Fname	Lname
3	213 Ventures	Cedd	Moses
4	Angeles Plaza Senior Housing	Gloria	Caster
5	Angeles Plaza Senior Housing	Jeffrey	Winston
6	Anschutz Entertainment (LA Live)	Ted	Tanner
7	Arcade Theater	Greg	Martin
8	BlogDowntown	Eric	Richardson
9	Bringing Back Broadway	Tara	Jones
10	Bringing Back Broadway	Tom	Steidl
11	Bringing Back Broadway	Jessica	Wethington McLean
12	Bunker Hill Apartments	Richard	Risty
13	California Plaza	Natalie	Park
14	Cathedral of Our Lady of the Angels	Brother	Hillarian
15	CB/Ellis	Ed	Rosenthal
16	Centenary Church	Mark	Nakagawa
17	Central City Association	Justin	Weiss
18	Central City Association	Hal	Bastian
19	Central City Association	Tracey	Chavira
	Central City Association	Carol	Schatz
21	Central City East Association	Qathryn	Brehm
22	Central City East Association	Estela	Lopez
23	Central Public Market	Adele	Yellin
24	City of Los Angeles: Office of Councilmember Ed Reyes	Ed	Reyes
25	City of Los Angeles: Office of Councilmember Ed Reyes	Jill	Sourial
26	City of Los Angeles: Office of Councilmember Ed Reyes	Susan	Wong
27	City of Los Angeles: Office of Councilmember Jan Perry	Jeff	Catalano
28	City of Los Angeles: Office of Councilmember Jan Perry	Greg	Fischer
29	City of Los Angeles: Office of Councilmember Jan Perry	Jan	Perry
30	City of Los Angeles: Office of Councilmember Jose Huizar	Tara	Devine
31	City of Los Angeles: Office of Councilmember Jose Huizar	José	Huizar
	City of Los Angeles: Office of Councilmember Jose Huizar	Edel	Vizcarra
	City of Los Angeles: Office of the Mayor	Michelle	Cervera
	City of Los Angeles: Office of the Mayor	Jaime	de la Vega
35	Colburn School of Music	Wendy	Carr
36	Colburn School of Music	Michael	Hockett
37	Colburn School of Music	Sandy	Silver
	Colburn School of Music	Sue	Solomon
39	Disney Hall	Leni	Boorstin
40	Downtown Art Walk	Bert	Green
41	Downtown Art Walk	Sandie	Richards
42	Downtown Art Walk	Richard	Schave
43	Downtown Los Angeles Neighborhood Council	Gunnar	Hand
44	Downtown Los Angeles Neighborhood Council	Shiraz	Tangri
45	Downtown Los Angeles Neighborhood Council	Brady	Westwater
46	Downtown Los Angeles Neighborhood Council	Patti	Berman
47	Downtown Los Angeles Neighborhood Council	Russell	Chan
48	Downtown Los Angeles Neighborhood Council	Anna	Duran
49	Downtown Los Angeles Neighborhood Council	Shane	Guffogg
50	Downtown Los Angeles Neighborhood Council	Stanley	Michaels

	А	В	С
2	Organization	Fname	Lname
51	Downtown Los Angeles Neighborhood Council	Jon	Toktas
	Downtown Los Angeles Neighborhood Council	Ashley	Zarella
	Downtown News	Sue	Laris
54	Fashion Institute of Design & Merchandising	Tonian	Hohberg
	Figueroa Corridor Partnership	Steve	Gibson
	Film L. A. Inc.	Todd	Lindgren
57	Friends of the Little Tokyo Library	Edwin	Barker
	Friends of the Little Tokyo Library	Т. К.	Nagano
	Friends of the Los Angeles River	Shelly	Backlar
	Garment and Citizen	Jerry	Sullivan
61	Gilmore Associates	Suzanne	Ekerling
62	Gilmore Associates	Tom	Gilmore
63	Globe Theater	Ralph	Verdugo
64	Go for Broke National Education Center	Diane	Tanaka
65	Go for Broke National Education Center	Christine	Sato Yamazaki
-	Grand Avenue Committee	Martha	Welborne
67	Grubb & Ellis Management Services	Chuck	Hunt
	GVA Charles Dunn	Patrick	Conn
	GVA Daum	David	Freitag
70	Higashi Honganji Buddhist Temple	Rinban Noriaki	lto
71	Higgins Building Homeowners Association	Debbie	Kim
	Higgins Building Homeowners Association	Joan	Springhetti
	Higgins Building Homeowners Association	Victor	Tagle
74	Higgins Building Homeowners Association	Donald	Britton
75	Higgins Building Homeowners Association	Stacie	Chaiken
76	Higgins Building Homeowners Association	Coleman	Engellenner
	Higgins Building Homeowners Association	Jorge	Montigo
	Higgins Building Homeowners Association	Raelynn	Napper
	Higgins Building Homeowners Association	Darren	Roberts
80	Higgins Building Homeowners Association	Anthony	Santana
	Hines Property Management	Joseph	Тиру
	Historic Core Business Improvement District	Russ	Brown
	Historic Cultural Neighborhood Council	Howard	Nishimura
84	Historic Cultural Neighborhood Council	Kelsey	lino
	Historic Cultural Neighborhood Council	Tim	Keating
	Historic Cultural Neighborhood Council	Charles	Woo
87	Historic Cultural Neighborhood Council/Little Tokyo Public Safety		Kito
88	Historic Cultural Neighborhood Council/Little Tokyo Service Cente		Fong
89	Historic Cultural Neighborhood Council/Maryknoll Japanese Catho		Kumamoto
	IDS Real Estate	Eric	Gutshall
<u> </u>	Japanese American National Museum	Nancy	Araki
	Japanese American National Museum	Miyoko	Oshima
	LA EDC	Jack	Kyser
	LA Live	Martha	Saucedo
	LA Live	Lee	Zeidman
	LA OPERA	Kate	McCallum
	LA Streetcar Inc	Dennis	Allen
	LA Times Building	Eddy	Hartenstein

	Α	В	C
2	Organization	Fname	Lname
99	LA Trade Tech	Marcy	Drummond
100	Liberty National Enterprises	Shahram	Afshani
101	Little Tokyo Branch Library	Hitoshi	Ohta
102	Little Tokyo Business Association	Frances	Hashimoto
	Little Tokyo Business Association	Wilson	Liu
104	Little Tokyo Community Council	June	Berk
	Little Tokyo Community Council	Mike	Okamoto
	Little Tokyo Recreation Center	David	Nagano
107	Little Tokyo Service Center Community Development Corporation	Evelyn	Yoshimura
	Little Tokyo Service Center Community Development Corporation	Katayama	Mizue
		Bill	Watanabe
	Los Angeles Central Public Library	Kyle	Millager
	Los Angeles Community College District	Diana	Ho
	Los Angeles Community College District	Marshall	Drummond
	Los Angeles Conservancy	Flora	Chou
	Los Angeles Conservancy	Linda	Dishman
	Los Angeles Convention Center	Pouria	Abbassi
	Los Angeles Convention Center	С	Villorante
	Los Angeles County Bicycle Coalition	Kent	Strumpel
	Los Angeles County Courts	John	Clarke
119	Los Angeles County: Office of Mark Ridley-Thomas	Fernando	Ramirez
	Los Angeles County: Office of Mark Ridley-Thomas	Dan	Rosenfeld
	Los Angeles County: Office of Supervisor Gloria Molina	Nicole	Englund
	Los Angeles County: Office of Supervisor Gloria Molina	Suzanne	Manriquez
	Los Angeles Fashion Business Improvement District	Kent	Smith
	Los Angeles Public Library System	Julie	Cheng
125	Los Angeles River Artists and Business Association	John	Saslow
	Los Angeles Theater	, Nick	Latimer
	Los Angeles Theatre	Frank	Schultz
	Los Angeles Times	Russ	Compton
	Los Angeles Visitors and Conventions Bureau	Mark	Liberman
	LTCC/JACCC	Chris	Aihara
	Maguire Properties	Ted	Bischak
	Maguire Properties	Espie	Gutierrez
	Maguire Properties	Lalo	Diaz
	Maguire Properties	Pat	McRoskey
	Maguire Properties	Rachael	Vitale-Modrich
	Maguire Properties	Josh	Wrobel
	Melendrez	Melani	Smith
<u> </u>	Meruelo Maddox Properties	Richard	Meruelo
	Metropolitan News	Vahn	Babigian
	Metropolitan Water District of Southern California	Jeffrey	Kightlinger
	Million Dollar Theater	Robert	Voskanian
	MOCA	Michael	Nauyok
	Morlin Asset Management	Tim	Moore
	Museum and Grand Tower Apartments	Aaron	Bazile
	Music Center	Leticia	Rhi Buckley
	Nisei Week	Joanne	Kumamoto

	А	В	C
	Organization	Fname	Lname
	Nisei Week	James	Okazaki
148	Oak Tree Equities	Mark	Farzan
149	Omni Hotel	David	Shahriari
	Orpheum Theater	Steve	Needleman
151	Promenade West Management Office	Lorna	Leviste
152	Rafu Shimpo	Ryoko	Onishi
153	Related Companies	Beatrice	Hsu
154	Related Companies	Rick	Westberg
155	Related Companies	Gino	Canori
156	Related Companies	Vince	Michaels
157	Rialto Theater	Tyler	Murphy
158	Savoy Homeowners Association	Paul	Yeh
159	SCI-ARC Architectural College	Eric	Owen Moss
160	Shammas Group	Darryl	Holter
161	South Park Stakeholders	Mike	Pfeiffer
162	State of California: State Assembly	Richard	Ryan
163	State of California: State Senator Gilbert Cedillo	Arturo	Chavez
164	State of California: State Senator Gilbert Cedillo	David	Meza
165	State of California: State Senator Gilbert Cedillo	Christy	Wolfe
166	State Theatre	Michael	Delijani
167	Stuart Ketchum YMCA	Laurie	Goganzer
168	Thomas Properties Group	Glen	Berryhill
	Thomas Properties Group	Kent	Handelman
170	Thomas Properties Group	Charlie	Smith
171	Thomas Properties Group	James	Thomas
172	Thomas Properties Group		
173	United States: Office of Congresswoman Lucille Roybal-Allard	Kim	Tachiki
174	United States: Office of Senator Barbara Boxer	Aldolfo	Bailon
175	United States: Office of Senator Barbara Boxer	Gina	Semenza
176	United States: Office of Senator Diane Feinstein	Molly	O'Brien
177	University of Southern California	Carolyn	Webb de Macias
	Volk Properties	Darryl	Garibay
	Volk Properties	Robert	Volk
	Weller Court		
181	World Trade Center	Vance	Baugham
182		Saied	lsaac



Scoping Packet

SCOPING INFORMATION PACKET

Project Description

The proposed Regional Connector Transit Corridor project would provide a direct link connecting several light rail lines in operation or in construction, including the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line to Long Beach, and the Metro Expo Line to Culver City. The proposed project would create a connection through downtown Los Angeles that would link the Metro Blue and Expo Lines termini at 7th Street/Metro Center Station (7th Street and Flower Street) to the Metro Gold Line at the Little Tokyo/Arts District Station at 1st Street and Alameda Street. With the implementation of the project, these four lines would share tracks and stations in downtown Los Angeles. The project corridor length varies slightly by alternative and is approximately 1.8 miles long.

Project Purpose and Need

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 of the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line, and the Metro Expo Line. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles.

Additional considerations supporting the need for the Regional Connector Transit Corridor project include: increased travel times and station overcrowding occurring due to multiple transfers required to traverse the project area; a project area that has many transit dependent residents; poor system connectivity that results in reduced system schedule reliability as current system expansions are completed; and investments within the project area could improve system-wide operations in regards to travel times and safety issues.

Proposed Alternatives

The Regional Connector Transit Corridor Final Alternatives Analysis Report (2009) prepared by the Los Angeles County Metropolitan Transportation Authority (Metro) identified four alternatives for further consideration in the DEIS/DEIR. The four alternatives include: a No-Build Alternative, Transportation System Management (TSM) Alternative, At-Grade Emphasis Light Rail Transit (LRT) Alternative, and Underground Emphasis LRT Alternative.

No Build Alternative

The No Build Alternative would maintain existing transit service through the year 2030. No new transportation infrastructure would be built within the project area aside from projects currently under construction, or funded for construction and operation by 2030 by the recently



approved Measure R sales tax. Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. By the projection year of 2030, some bus service would have been reorganized and expanded to provide connections with the new rail lines; however, the transit network within the project area would largely be the same as it is now.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include the provisions of the No Build Alternative and add two shuttle bus routes from 7th Street/Metro Center station to Union Station, providing a link between the region's unconnected LRT services. One route would run along Grand Avenue and 1st Street, and one along Figueroa, Flower, 2nd, and 3rd Streets. The shuttle buses would use existing bus-only lanes, where available, and would be fitted with transit-priority signalization devices similar to those used on Metro Rapid. Stops would be located every few blocks so as to provide full coverage of the area. Each shuttle route would be one and one-half to two miles in length.

At-Grade Emphasis LRT Alternative

This alternative (**Figure 1**) would extend from the underground 7th Street/Metro Center Station, head north under Flower Street, surface to at-grade north of 5th Street, cross 3rd Street, enter Bunker Hill, and turn northeast through a new entrance to the existing 2nd Street tunnel. The alignment would continue along 2nd Street where it would split into an at-grade couplet configuration on Main and Los Angeles Streets (one track on each roadway) to Temple Street. Then it would head east on Temple Street and realign into a dual track configuration east of Los Angeles Street and join the Metro Gold Line just north of Little Tokyo/Arts District Station on Alameda Street. Due to the high volume of trains that would traverse the Regional Connector, an automobile underpass and pedestrian overpass would be constructed at the intersection of Temple and Alameda Streets to eliminate pedestrian-train and automobiletrain conflicts.

There are two options for the configuration on Flower Street. For Option A, trains would transition to underground tracks after crossing 3rd Street and continue to a new underground station just south of 5th Street, then proceed to the 7th Street/Metro Center Station and arrive at the existing Metro Blue Line platform. For Option B, trains would arrive at an at-grade station after crossing 3rd Street, then transition to underground tracks near 4th Street to reach the existing Metro Blue Line platform at 7th Street/Metro Center station. In total, the At-Grade Emphasis LRT Alternative would add 1.8 miles of new double track to the light rail system.

In addition to the Option A and Option B Station configurations, other station locations would include a station adjacent to Bunker Hill, south of 2nd Street and Hope Street, and a split station using Main and Los Angeles Streets between 1st and Temple Streets.



Scoping Packet



Figure 1: At-grade Emphasis LRT Alternative

Underground Emphasis LRT Alternative

From the 7th Street/Metro Center Station, this alternative (**Figure 2**) would extend north along Flower Street with a new underground station north of 5th Street. At 2nd Street, the underground tunnel would extend east with new underground stations to provide access to Bunker Hill and to the area between Los Angeles Street and Broadway. The tunnel would emerge to at-grade connections with the Metro Gold Line just southwest of the intersection of 1st and Alameda Streets. At 1st and Alameda Streets, a new underpass would carry car and truck traffic along Alameda Street below the rail junction, and a new overhead pedestrian bridge structure would eliminate most conflicts between pedestrians and trains. This



alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.

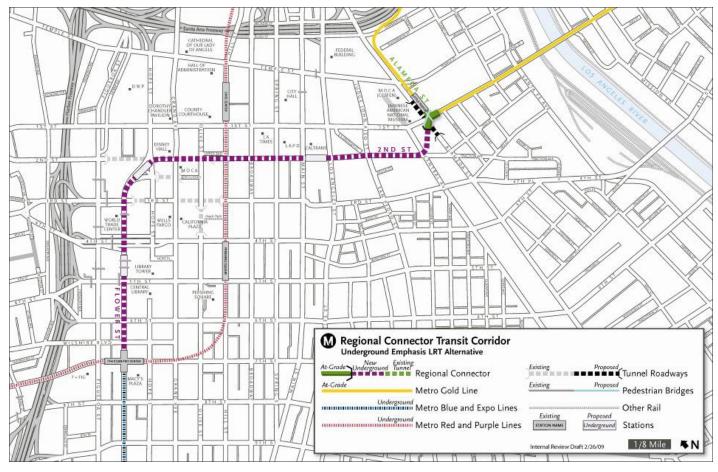


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

The preliminary schedule is provided below for discussion at the agency scoping meeting.



Scoping Packet

Action	Date
Agency Scoping Meeting	March 26, 2009
Public Scoping Meetings	March 30, 2009 to April 2, 2009 (see below for specific dates)
Scoping Comment Period Ends	May 11, 2009
Development of DEIS/DEIR	Spring – Winter 2009
Public Hearings/Comment on DEIS/DEIR	Spring 2010
Adoption of Locally Preferred Alternative	Summer 2010

What is an EIS/EIR?

An Environmental Impact Statement/Environmental Impact Report (EIS/EIR) must be prepared for all major projects that may significantly affect the environment. The EIS is prepared in compliance with the National Environmental Policy Act (NEPA) and the EIR is prepared in compliance with the California Environmental Quality Act (CEQA). The purpose of the EIS/EIR is to provide full an open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment.

Scoping Meeting Schedule

Four public scoping meetings will be conducted by FTA and Metro for the public to learn more about the project and provide comments. The scoping meetings will be held at the following locations:

- Monday, March 30, 2009 from 4:30 p.m. to 6 p.m. at the University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 S Figueroa St, Los Angeles, CA 90007.
- Tuesday, March 31, 2009 from 6:30 p.m. to 8 p.m. at the Lake Avenue Church, 393 N. Lake Ave, Pasadena, CA 91101.
- Wednesday, April 1, 2009 from 6:30 p.m. to 8 p.m. at the Japanese American National Museum (JANM), 369 E 1st St, Los Angeles, CA 90012.
- Thursday, April 2, 2009 from Noon to 1:30 p.m. at the Los Angeles Central Library, Board Room, 630 W 5th St, Los Angeles, CA 90071.



Scoping Packet

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to <u>regionalconnector@metro.net</u>, or mailed to:

Ms. Dolores Roybal Saltarelli, AICP, Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, Los Angeles, CA 90012

Project Information

Additional information may be found on the project website at: http://www.metro.net/projects_studies/connector