

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

APPENDIX G



SCOPING REPORT

Regional Connector Transit Corridor Scoping Report

October 20, 2009

FINAL

State Clearinghouse #2009031043



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INTRODUCTION

1.1 Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) has begun preparing an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Regional Connector Transit Corridor Project in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Federal Transit Administration (FTA) is the lead agency for the purposes of NEPA, and Metro is the lead agency for the purposes of CEQA.

Over the past two decades, Metro and its predecessor agencies (Los Angeles County Transportation Commission and Southern California Rapid Transit District) have initiated rail transit service in multiple corridors spanning much of Los Angeles County. Three of Metro's current and under-construction light rail transit (LRT) lines serve downtown Los Angeles, but they do not directly connect to one another. The existing Metro Blue Line to Long Beach and the Metro Expo Line to Culver City (scheduled to open in 2010) terminate at 7th Street/Metro Center Station in the southern part of the downtown area. The Metro Gold Line to Pasadena and East Los Angeles (East Los Angeles extension is scheduled to open in late 2009) passes through the northeastern portion of the downtown area with stops at Union Station and Little Tokyo/Arts District Station. Passengers must transfer to the heavy rail Metro Red and Purple Lines in order to make connections between these light rail lines.

The proposed Regional Connector project would provide new LRT tracks through downtown Los Angeles that would link the Metro Blue, Expo, and Gold Lines and enable them to operate as a single system. For example, trains would run directly from Long Beach to Pasadena and from East Los Angeles to Culver City via the Regional Connector route, with no need for passengers to transfer to the Metro Red or Purple Lines. The proposed Regional Connector project would also include new stations in downtown Los Angeles, thereby expanding the rail transit coverage of the central business district.

A Final Alternatives Analysis (AA) Report was prepared for the Regional Connector Transit Corridor and published by Metro in January 2009. The AA report is incorporated into this Scoping Report by reference. During the AA process, Metro hosted agency and public early scoping meetings and community updates. The input received at these meetings, as well as subsequent technical analysis, formed the basis for narrowing the initial 32 conceptual alternatives to two LRT alternatives for study in the EIS/EIR, along with a No Build Alternative and a Transportation System Management (TSM) Alternative. Subsequent to the release of the Final AA report, FTA and Metro initiated the public and agency NEPA and CEQA scoping to obtain input on the scope of the EIS/EIR. The Notice of Intent/Notice of Preparation (NOI/NOP) identified the four alternatives carried forward from the AA for study. This report summarizes the results of the NEPA/CEQA scoping process.

The Draft EIS/EIR (DEIS/DEIR) will build upon the AA study and form the basis for selection of a Locally Preferred Alternative (LPA), performance of Preliminary Engineering, and preparation of a subsequent Final EIS/EIR. One of the primary purposes of scoping is to identify possible environmental impacts of the project, and eliminate proposed alternatives with substantial environmental impacts from further analysis. High-capacity transit improvements in the Regional Connector Transit Corridor would be financed with a mix of local, state, federal New Starts, and other federal funds. Accordingly, the project will be executed in compliance with current FTA Section 5309 New Starts guidelines, and all environmental documents will satisfy NEPA and CEQA requirements.

The proposed Regional Connector Transit Corridor Project is also designated to receive funding from Measure R, a half cent sales tax measure passed by Los Angeles County voters in November 2008. The project is also included in Metro's Draft 2008 Long Range Transportation Plan. Final adoption of the 2008 Long Range Transportation Plan by the Metro Board of Directors is expected to occur in mid-2009.

1.2 Project Area

The proposed project lies entirely within the downtown area of the City of Los Angeles. The project area is generally bounded by US Highway 101 on the north, 7th and 9th Streets on the south, Alameda Street on the east, and State Route 110 on the west. A map of the project area is provided in Figure 1-1.

1.3 Alternatives

Four alternatives were carried forward from the AA process for study in the EIS/EIR (See Appendix A for maps of alternatives). These include the No Build Alternative, the TSM Alternative, and two LRT Alternatives. The **No Build Alternative** would maintain existing transit service through the year 2030. No new transportation infrastructure would be built, except projects identified as funded under Metro's 2008 Long Range Transportation Plan. 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.

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 an enhanced link between the unconnected LRT lines. 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.

The **At-Grade Emphasis LRT Alternative** would extend north under Flower Street from 7th Street/Metro Center Station, 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, realign into a dual track configuration east of Los Angeles Street, and join the Metro Gold Line just north of the Little Tokyo/Arts District Station on Alameda Street. Trains headed east toward East Los Angeles would then proceed to Little Tokyo/Arts District Station. Trains headed north toward Pasadena would bypass Little Tokyo/Arts District Station and proceed to Union Station. An automobile underpass and pedestrian overpass would be constructed at the intersection of Temple and Alameda Streets to reduce pedestrian-train and automobile-train conflicts.

There are two options for the At-Grade Emphasis LRT Alternative's configuration on Flower Street. For Option A, tracks would extend north under Flower Street from 7th Street/Metro Center Station to a new underground station just south of 5th Street, then surface just before crossing 3rd Street at grade. For Option B, tracks would extend north under Flower Street from 7th Street/Metro Center Station and surface between 5th and 4th Streets before reaching a new at-grade station just south of 3rd Street, then the tracks would continue across 3rd Street at grade. In total, the At-Grade Emphasis LRT Alternative would add 1.8 miles of new double track to the light rail system.

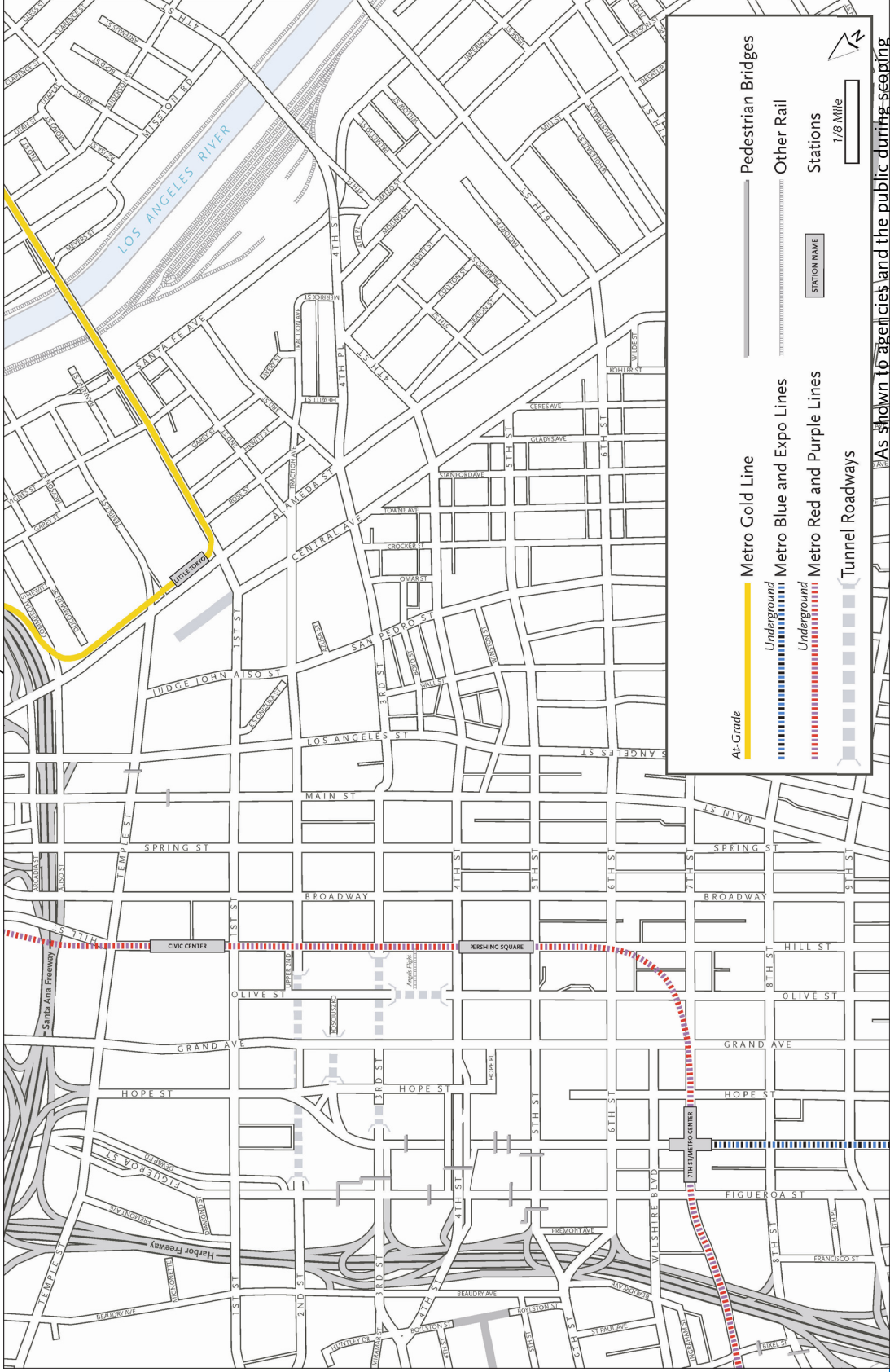
In addition to the Option A and Option B Station configurations, there would be an underground station south of 2nd and Hope Streets and a split station on Main and Los Angeles Streets between 1st and Temple Streets.

The **Underground Emphasis LRT Alternative** would extend north along Flower Street from 7th Street/Metro Center Station with a new underground station north of 5th Street. At 2nd Street, the underground tunnel would extend east. New underground stations at 2nd and Hope Streets and on 2nd Street between Los Angeles Street and Broadway would provide access to Bunker Hill and to the area south of the Civic Center. The tunnel would emerge to at-grade connections 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. Trains headed north toward Union Station and Pasadena would then proceed to the Little Tokyo/Arts District station, while trains headed east toward East Los Angeles would bypass the station and continue to Pico/Aliso station. 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.



Metro

FIGURE 1-1 PROJECT AREA



As shown to agencies and the public during scoping

1.4 Summary of 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 the light rail services of the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line.

The proposed Regional Connector Transit Corridor project would improve region-wide public transit service, despite being located in a relatively small portion of downtown Los Angeles. The connection would allow direct light rail service from Long Beach to Pasadena and East Los Angeles to Culver City, with both services using the same tracks and stations in downtown Los Angeles. This service improvement would in turn eliminate many transfers, reduce wait time, overcrowding at stations, and shorten trip times across the entire light rail system.

The project area is located within the largest regional employment center of Los Angeles, and is densely developed with multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers. The enhanced transit services made possible by the proposed Regional Connector project would serve communities across the region, allowing greater mobility between existing light rail corridors and improved access to downtown Los Angeles. The project would thus help the transportation system accommodate the population and employment growth projected to occur in central business district between now and 2030. Mobility issues throughout the region and the identified need to join the unconnected segments of the light rail system have been documented in several past studies, including the *Pasadena – Los Angeles Light Rail Transit Project Environmental Impact Report* (1993), the *Blue Line Connection Preliminary Planning Study* (1993), and the *Regional Light Rail Connector Study* (2004).

Additional considerations that support implementation of the proposed Regional Connector Transit Corridor project include:

- Potential for increased travel times and station overcrowding in the absence of substantial capacity increases. This is primarily due to the number of transfers required to traverse the project area, and the need to reverse trains in the busiest parts of the system. Station overcrowding is a safety concern.
- Poor schedule reliability due to the need to reverse trains in downtown Los Angeles, the busiest part of the regional rail system.
- Current system enhancements under construction will increase transit ridership in the project area and magnify the effects of poor system connectivity and station overcrowding due to transfers.
- High numbers of transit dependent residents living in the project area.

- Existing high transit ridership in the project area is projected to increase.
- High concentrations of transit-supportive land uses in the project area.
- Substantial population, employment, and congestion growth in the project area is expected by 2030.
- Location of several redevelopment areas within the project area, where improved transit access can support properly located economic growth.

1.5 Project Participants

The project participants include FTA, Metro, and Metro's consultants. Metro's consultants include the Community Participation Program Consultant (The Robert Group), the Environmental and Engineering Consultant (CDM), and CDM's subconsultants. Other project participants include federal, state, and local participating agencies identified in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) 6002.

1.6 Purpose of Report

The Council on Environmental Quality's NEPA regulations and the State of California's CEQA guidelines require federal and state lead agencies to conduct agency and public scoping when defining the appropriate range of issues and depth of analysis for a major environmental document (40 CFR part 1500 et seq.; 14 CA Code of Regulations, §15082-15083). This Scoping Report documents the proposed Regional Connector Transit Corridor project's lead agencies' compliance with these requirements.

SCOPING PROCESS

2.1 Early Scoping Activities

In order to help define the purpose and need and identify a range of reasonable alternatives, Metro conducted an AA, an early public scoping process consistent with the Federal Transit Administration's (FTA) guidelines. This "early scoping" process was designed to solicit stakeholders' views on the possible range of alternatives with regards to transportation modes, potential alignments, and station locations.

Between October 2007 and fall 2008, the Regional Connector Transit Corridor project conducted an extensive stakeholder outreach effort. The community outreach effort successfully raised awareness about the study, engaged stakeholders and, most importantly, garnered public input at key decision points that demonstrated widespread consensus about the study recommendations that required Board approval in order to move forward into the environmental process.

Recognizing the unique challenges and opportunities of the study, as well as its potential impacts beyond the immediate Downtown area, the AA outreach program included the following key elements:

- Public meetings, including one series of early public and agency scoping meetings, and two series of public update meetings at key study milestones
- Targeted stakeholder meetings to address specialized issues and localized concerns
- Multi-lingual outreach to include Japanese and Spanish-speaking stakeholders
- Multi-tiered meeting notifications including direct mail, print and broadcast media, advertisements, internet based distribution via e-mail and notices or ads onboard Metro buses and trains
- Employment of "new" media tools such as blogs, social networks and other internet or web-based tools to involve a wider audience in the decision-making process

Early scoping commenced with a briefing for elected officials and their staff on October 17, 2007. An agency early scoping meeting was held on October 30, 2007 at Metro Headquarters followed by publication of an Early Scoping Notice to Conduct an AA in the Federal Register on October 31, 2007. Early public scoping meetings were subsequently held on November 6 and 7, 2007 in downtown Los Angeles at the Los Angeles Central Library and the Japanese American National Museum; a daytime meeting was scheduled to ensure that people working in downtown would have an opportunity to participate in the process, and a nighttime meeting was held to encourage those living in the area to provide their input. The public outreach process is described in the "Final Project Early Scoping Report" published by Metro

in March 2008 (incorporated by reference into this scoping report and available at http://www.metro.net/projects_studies/connector/news_info.htm).

Metro reviewed all public comments from the early scoping meetings and, based on this feedback, developed eight alternatives for further analysis including various modes, alignments and station locations.

A second series of public meetings was held in February 2008 to provide a general study update, review comments and outcomes from the public early scoping meetings and discuss proposed criteria for how project alternatives would be analyzed and screened. A third and final series of public meetings for the AA phase was held in October 2008. These meetings provided Metro with an opportunity to present its recommendations to the public before proceeding to the Metro Board for consideration. A majority of attendees were supportive of the Regional Connector and see this as a cost effective project that will benefit the entire County of Los Angeles and downtown residents.

In addition to these public scoping and update meetings, numerous briefings and meetings were held with key stakeholder groups throughout the AA study period. Targeted stakeholder meetings took place with local elected officials and their staff, elected citizens groups and Neighborhood Councils, residential associations, business, cultural and civic organizations, and religious congregations. These meetings allowed Metro to address stakeholder questions, issues and concerns which were instrumental in developing consensus around the ultimate recommendations.

During the AA phase, the majority of public comments submitted expressed a preference for Light Rail Transit (LRT) technology with a predominantly underground alignment. Preferred station locations included the Financial District, the Bunker Hill/Grand Avenue project area, and connections to Historic Broadway and Little Tokyo. Additional concerns were raised about impacts during construction, compatibility with existing automobile and bus traffic, and traffic management during downtown events.

Throughout the AA phase, there was widespread support for the Regional Connector project to move forward for further in-depth study and into environmental review and clearance. This support was expressed not only by residents and business interests in downtown Los Angeles, but also by transit riders and advocates from across the region.

2.2 DEIS/DEIR Scoping Activities

In January 2009, Metro's Board of Directors approved the Regional Connector Transit Corridor AA Study and authorized staff to proceed with the DEIS/DEIR. The AA process is described in the Final AA Report (Metro 2009) and is incorporated by reference into this scoping report. The Final AA Report may be found at: http://www.metro.net/projects_studies/connector/news_info.htm. This next phase will

continue the transparent and inclusive community outreach process, building upon the public engagement efforts developed during the AA.

2.2.1 Public Participation Plan

In order to ensure that the public remain informed on an ongoing basis and provided with opportunities to comment at key milestones during the DEIS/DEIR process, a detailed Community Outreach and Public Participation Plan (PPP) has been developed. The plan covers both scoping activities and the DEIS/DEIR public involvement process. A summary of the Public Participation Plan by The Robert Group (TRG) can be found in Appendix B.

The PPP includes elements such as stakeholder identification, communications protocols, public input tracking, a proposed schedule for interfacing with the public and recommendations for how meetings should be conducted at various milestones during the of the NEPA process. Additional recommendations for key stakeholder interviews or briefings, inter-agency coordination, topic specific and general meetings are also included in the PPP. Additionally, it includes recommendations for generating publicity for public meetings, and information dissemination via the web and “new” media opportunities to engage the public. It is important to note, that while plans are important, the public involvement activities, especially for this complex project, were developed to be flexible enough to accommodate changing circumstances and enhanced approaches.

The PPP includes outreach to engage not only downtown Los Angeles stakeholders, but also current and potential light rail riders, and a wider population of transit users in Los Angeles County. The outreach efforts outlined in the PPP will also re-engage targeted stakeholders from the AA phase while, at the same time, identifying and involving potential new interested stakeholders who may have a special interest in this project. PPP recommendations are based on Metro’s experience with the AA.

2.2.2 Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established an environmental review process for transit projects that has now been included in Section 139 of Title 23 of the U.S. Code. Section 139 directs agencies to prepare a plan for public and agency participation and comments during the environmental review process. The Coordination Plan describes how the lead agencies will provide opportunities for public and agency input.

2.3 Initiation of Scoping (Notice of Intent/Notice of Preparation)

FTA published the NOI in the Federal Register on March 24, 2009. The publication of the NOI is the official federal notification of the agency’s intent to prepare a DEIS. The NOI included notification of the dates and locations of the agency and public scoping meetings, the public comment period, as well as a description of the project purpose and need and

alternatives. The NOI initiates the NEPA scoping process. A copy of the NOI is in Appendix C.

Metro posted the NOP with the California State Clearinghouse and mailed the NOP to state and local agencies on March 17, 2009. The NOP was also recorded with the Los Angeles County Clerk's Office on March 17, 2009. Publication of the NOP with the State Clearinghouse was done in compliance with California Environmental Policy Act (CEQA) requirements. A copy of the NOP may be found in Appendix D. Publications of the legal notices were also published in local newspapers such as the Los Angeles Times and La Opinion. A copy of these legal notices can be found in Appendix E.

In addition, Metro mailed the NOP and scoping information to 18 Federal, 4 Native Tribes, 31 State, 6 regional, and 11 local agencies to inform them of the start of the DEIS/DEIR scoping process and invite comments. The NOP was mailed to these agencies with a return receipt requested to provide proof of receipt. The complete list of agencies notified in this manner is included in Appendix F.

Comments were accepted by Metro from the date of publication in the Federal Register (March 24, 2009) through May 11, 2009. This provided a public comment period of 49 days.

2.4 Agency Scoping

2.4.1 Participating Agencies

Participating agencies can be Federal, State, tribal, regional, and local government agencies that may have an interest in the project. In accordance with SAFETEA-LU Section 6002 requirements, Metro, in coordination with the FTA, prepared and mailed participating agency invitation letters to 159 agencies with a potential interest in the project in March 2009. The identification of potential participating agencies built on the list of agencies identified through the AA process.

The responsibilities of these agencies include, but are not limited, to:

- Participating in the NEPA/CEQA process starting at the earliest possible time, especially with regards to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives
- Identify, as early as practicable, any issues of concern regarding potential environmental or socioeconomic impacts of the project
- Participate in the issue resolution process, described in Section 3.4 of this Plan
- Provide meaningful and timely input on unresolved issues
- Participate in the scoping process

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits.

Participating agencies for the project are listed in Appendix G. They include federal agencies that did not affirmatively decline the invitation to become a participating agency, and regional, state and local agencies that affirmatively accepted the invitation to become a participating agency. Agencies were given 30 days from the date of the letter to respond. Agencies may also request to be added at any time during the process. Appendix H contains two sample invitation letters; one that was sent to federal agencies and tribes and one that was sent to state, regional, and local agencies.

2.4.2 Cooperating Agencies

Cooperating agencies are, by definition in 40 CFR 1508.5, federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agency, also become a cooperating agency. The cooperating agencies are by definition participating agencies as well, and while the roles and responsibilities of both are similar, the cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process.

No cooperating agencies have been identified for the Regional Connector Transit Corridor project.

2.4.3 Agency Scoping Meeting

One Agency Scoping meeting was held as follows:

Time: Thursday, March 26, 2009, 1:30P.M.

Location: Metro, Gateway Plaza Room
One Gateway Plaza
Los Angeles, CA 90012

Comments: 9 verbal, 0 written

Attendees: 19, representing the following agencies and jurisdictions (Sign-in sheet included in Appendix I:

- City of Los Angeles Community Redevelopment Agency (CRA)
- City of Los Angeles Department of Public Works, Bureau of Engineering
- City of Los Angeles Department of Public Works, Bureau of Sanitation

-
- City of Los Angeles Fire Department (LAFD)
 - City of Los Angeles Police Department (LAPD)
 - City of Pasadena
 - Federal Transit Administration (FTA)
 - Los Angeles County Office of Education
 - Los Angeles County Sheriff's Department, Transportation Safety
 - Solar Enlightenment
 - Southern California Association of Governments (SCAG)
 - State of California Department of Transportation
 - University of California, Los Angeles

The meeting included a PowerPoint presentation similar to the one shown at the public scoping meetings and described in Section 2.5.4.1.

2.4.3.1 Agency Scoping Meeting Comments

The topics addressed in the question and answer session included:

- Inquiry as to current property owners along the proposed right-of-way for the two LRT alternatives
- A discussion of the capital cost estimates for each alternative and proposed funding sources
- Priority level of the project compared to other current Metro projects
- Safety issues including
 - Project's potential to relieve crowding at 7th Street/Metro Center Station
 - Safety features of at-grade crossings on the At-Grade Emphasis LRT Alternative
- Design details including
 - Locations and depths of the proposed underground stations

- Configuration of the intersection of 1st and Alameda Streets proposed for the Underground Emphasis LRT Alternative
- Issues with placing rail facilities on the northeast corner of 1st and Alameda Streets
- Operational issues including:
 - Proposed operation plans and transfer points
 - Potential service changes at Little Tokyo/Arts District Station under the two LRT alternatives
- Redefinition of rail line names and colors once Regional Connector service begins

A full transcript of the agency scoping meeting proceedings is provided in Appendix J.

2.4.4 State Historic Preservation Office (SHPO) Coordination

The State Historic Preservation Office (SHPO) was provided with a scoping package and a Draft Area of Potential Effects (APE) map on March 13, 2009. FTA wrote a letter to the SHPO on April 7, 2009 asking that Metro coordinate direct with SHPO for Section 106 compliance. SHPO concurred with the Draft APE map on September 9, 2009.

2.5 Public Scoping

Notification of the public scoping meetings was completed via several forms of media as described further in this section. This outreach was in addition to the official notices published in the Federal Register and posted with the State Clearinghouse. Four public scoping meetings were held as described in Section 2.5.3.

2.5.1 Notification Database

Metro maintained and updated the stakeholder database developed during the AA study to track interested individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. To the extent possible, Metro includes mailing addresses as well as email contact information on the database. A list of the public agency database entries is provided in Appendix K.

Since the project has regional benefits and, potentially, impacts, Metro is building the outreach database to be more inclusive of stakeholders beyond the downtown area. This is being accomplished by selectively importing information from Metro's existing databases from other projects into the Regional Connector database, as well as targeting councils of governments and those jurisdictions potentially benefiting from the project. The project database will be used to communicate with project stakeholders, including:

- Elected officials on the local, state and federal level
- Neighborhood councils and other elected groups
- Homeowners associations and neighborhood organizations
- Chambers of Commerce, local business improvement districts (BIDs) and business leaders
- Property management firms serving lofts and condominiums in the downtown Los Angeles area
- Community-based and civic organizations
- Large employers and operators of key destinations
- Transportation advocates and interest groups
- Print, broadcast and electronic media, including community-based publications and blogs
- Stakeholders who attended any AA meeting or provided comment
- Other interested groups and persons

For the purposes of notification for the public scoping meetings, the existing AA database was updated to include contact information for new neighborhood council members, and unit numbers for a number of residential buildings. In addition, Metro completed a walk-through of the project area to further identify stakeholders who were then added to the database. At the time of the scoping meetings, 1,542 entries were listed on the Regional Connector database.

2.5.2 Public Notification Activities

A variety of methods were employed to notify stakeholders about the public scoping meetings. These meetings were publicized via direct mail notices to the project database; emails; postings on Metro's website; display advertisements in multi-lingual publications (English, Spanish and Japanese); notices placed on Metro buses and trains serving the project area; a press release which was sent to at least 83 local, regional, ethnic and multi-lingual publications as well as blogs; and through grassroots outreach to downtown property owners and residential management companies. Noticing was conducted in English, Spanish and Japanese.

2.5.2.1 Direct Mail

A scoping notification letter was translated into English, Spanish and Japanese and distributed by US Mail on March 16, 2009, to the postal addresses on the existing project database. The sample letter, which indicates the date, time and address of each scoping meeting, is included in Appendix L.

2.5.2.2 Take Ones

Preceding the public scoping meetings, “Take One” brochures inviting transit users to the scoping meetings were placed on Metro buses and the Metro Gold and Blue Lines in or adjacent to the project area. The “Take Ones” were identical in content to the direct mail notices described in Section 2.5.2.1 and are included in Appendix M.

2.5.2.3 Email Blasts

The project team disseminated e-mail blasts, or electronic mailings, to all stakeholders in the database with email addresses, including elected officials, neighborhood councils, and community-based organizations. These groups then were asked to forward these e-mails to their constituents and/or members. E-mail blasts are typically used to distribute the scoping meeting announcements and other project information instantly and to large numbers of people.

Electronic distribution of the meeting notice took place on March 16, 2009. Notices were sent to 721 email addresses within the existing project database. A copy of the email is included in Appendix N.

2.5.2.4 Newspaper Advertisements

Display advertisements for the scoping meetings were placed in five newspapers within the project area and were selected based on their geographic focus, language needs, and audited circulation numbers. A sample newspaper advertisement is included in Appendix O.

- *Rafu Shimpo* (English/Japanese)
 - Date: March 23, 2009
 - Circulation: 45,000 weekly
 - Serves the Japanese and Little Tokyo community within study area

- *Downtown News*
 - Date: March 20, 2009
 - Circulation: 49,000 weekly

- Serves Downtown Los Angeles and is widely distributed in the study area, including at transit stops
- *Daily Trojan*
 - Date: March 23, 2009
 - Circulation: 9,000 daily
 - Serves the University of Southern California Campus in the Exposition Park/South Park area adjacent to the study area
- *Garment and Citizen* (Spanish/English)
 - Dates: March 20, 2009
 - Circulation: 25,000 weekly
 - Serves Downtown Los Angeles area and is widely distributed to Spanish speaking workers within the study area
- *Pasadena Star News*
 - Dates: March 23, 2009
 - Circulation: 89,000 daily
 - Serves the City of Pasadena and wider portions of the San Gabriel Valley

2.5.2.5 Project Webpage

The project website, located at www.metro.net/regionalconnector, that was initially used for the AA, was updated for the purposes of the DEIS/DEIR, including publicizing the public scoping meetings. Website content for the Regional Connector included a project overview, information about upcoming meetings and other materials including Fact Sheets, presentations made at the public meetings, and other information of interest to the public from the AA. The website will continue to be updated at key milestones. Some materials posted to the website were translated into Spanish and Japanese.

2.5.2.6 Additional Outreach During Public Scoping Period

In order to maximize the coverage of the outreach effort for the scoping meetings, Metro undertook some creative approaches to engage the public as follows:

- Grassroots canvassing was conducted on March 26 and 27, 2009, at Union Station to distribute scoping meeting information to Gold Line riders. Over 3,000 flyers were distributed over these two days.
- Metro partnered with the California Institute of Technology to post on-campus meeting notices to publicize the Pasadena scoping meeting.
- Metro partnered with the University of Southern California to post notices on-campus to publicize the USC meeting. Notices were also forwarded to students in the School of Policy and Planning.
- The outreach team distributed bi-lingual meeting notices along 2nd Street within the Little Tokyo Service Center area.
- Capitalizing on new ways to communicate with a wider audience, Metro also established a “Regional Connector” Facebook page for the project. The Facebook page has over 100 members.
- The information phone line (213.922.7277) was monitored regularly.

2.5.3 Elected Official Briefing Meeting

A meeting was held with elected officials and/or their staff prior to the Public Scoping meetings. Typically, the briefing serves as a sounding board for the project team about the presentation, and provides these officials with notification about the upcoming meetings as well as preliminary information about the status of the project.

Time: Wednesday, March 25, 2009

Location: Metro
One Gateway Plaza, 15th Floor
Windsor Conference Room
Los Angeles, CA 90012

Attendees: Representatives from the following offices attended:

- Office of U.S. Senator Dianne Feinstein
- Office of U.S. Representative Dianne Watson
- Office of State Senator Fran Pavley
- Office of State Senator Alex Padilla
- Office of Assembly member Curren Price

- Office of Assembly member Felipe Fuentes
- Office of Los Angeles City Councilmember Jan Perry
- City of South Pasadena

Comments: Metro received oral comments from attendees at the meeting. Several attendees suggested that Metro highlight the potential benefits of the Regional Connector to communities outside downtown Los Angeles and to explain how this project fits in with Metro's other corridor studies running concurrently.

2.5.4 Public Scoping Meetings

Four public scoping meetings were scheduled in late March and early April 2009. Meetings were conducted in compliance with NEPA and CEQA guidelines, and locations were selected to reflect equitable geographic coverage, proximity to public transportation, and to minimize overlap with other meetings scheduled in the project area. For the convenience of all attendees, bus lines to and from the meeting sites were publicized on some notices. In order to provide the greatest opportunity for community participation, meetings were scheduled in the early evening on weekdays.

An approximate total of 175 people attended the scoping meetings, with approximately 82 persons providing verbal and/or written comments at the meetings. Approximately 45 additional comments were received after the meetings through letters and email.

Individual Public Scoping meeting details are as follows:

Meeting 1

Time: Monday, March 30, 2009, 4:30 – 6:00 PM

Location: Alumni Room, Davidson Conference Center
University of Southern California
3415 S. Figueroa Street
Los Angeles, CA 9007

Attendees: 24 (Sign-in sheet included in Appendix P)

Comments: 11 verbal, 10 written

Meeting 2

Time: Tuesday, March 31, 2009, 6:30 – 8:00 PM

Location: Lake Avenue Church
393 N. Lake Ave.

Pasadena, CA 91101

Attendees: 29 (Sign-in sheet included in Appendix Q)

Comments: 11 verbal, 2 written

Meeting 3

Time: Wednesday, April 1, 2009, 6:30 – 8:00 PM

Location: Japanese American National Museum (JANM)
369 E. 1st Street
Los Angeles, CA 90012

Attendees: 45 (Sign-in sheet included in Appendix R)

Comments: 12 verbal, 11 written

Meeting 4

Time: Thursday, April 2, 2009, 12 Noon – 1:30 PM

Location: Board Room
Los Angeles Central Library
630 W. 5th Street
Los Angeles, CA 90071

Attendees: 56 (Sign-in sheet included in Appendix S)

Comments: 11 verbal, 9 written

2.5.4.1 Public Meeting Format

The meeting format was as follows:

- 20 minutes: Open House
- 20 minutes: Presentation
- 50 minutes: Public Comment

The scoping meetings began with an open house format to provide attendees with an opportunity to review the project information prior to the start of the presentation and subsequent comment period. Project team members were present at the project display boards to answer questions related to the technical aspects of the project. A Spanish language interpreter was made available at all meetings, with a Japanese language interpreter

at the April 1, 2009 meeting. Following the open house period, a PowerPoint presentation was made to provide attendees with information regarding the purpose of scoping and information on the project purpose and need, background, the recently completed AA process, and the alternatives being carried forward into the DEIS/DEIR. Emphasis was placed on the importance of the community providing comments before the comment deadline, at the public meetings or via email, fax, or postal mail.

Following the presentation, attendees who completed speaker cards provided their verbal comments, which were recorded by a court reporter/transcriber. The oral comment period was moderated, and speakers were asked to limit their comments to two minutes. Those requiring translation were provided with four minutes. After the public comment portion of the meeting, the project team was again available to answer technical questions at the informational display boards.

2.5.4.2 Public Meeting Materials

The following items were distributed to meeting attendees in English, Spanish and Japanese.

- Agenda
- Scoping Packet
- Comment Form

Attendees were also invited to download a copy of the presentation made at the meetings from the Metro project website.

Copies of the boards displayed at the meetings as well as meeting handouts are included in Appendix T.

A copy of the Power Point presentation is included in Appendix U.

2.5 Comments Received

The public comment period for the DEIS/DEIR was from March 24 to May 11, 2009, which was greater than the required 45 calendar days. People had opportunities to comment in writing or orally at the four public scoping meetings or they could comment in writing via email, fax, or postal letter. Email comments could be sent either directly to the Metro project manager or via a project specific email address found on the project website. In total, approximately 126 comments were received by the May 11, 2009, scoping deadline:

- Approximately 47 persons provided oral comments and 32 written statements were submitted at the public scoping meetings
- Approximately 45 emails and letters were received during the public comment period

- All comments received are included in Appendices V and W

SUMMARY OF SCOPING COMMENTS

Metro accepted comments on the Regional Connector Transit Corridor Project throughout the entire scoping period, from March 24, 2009 until May 11, 2009. Agencies, community groups, members of the public, elected officials, and other interested parties submitted an approximate total of 126 letters, emails, comment cards, and individuals' oral testimony during this period. The summary table (Table 3-1) in Section 3.7 provides a tally of the topics discussed in the comments. It should be noted that the combined numbers of comments listed in the following subsections and the summary table will be greater than the total number of comment submissions because some commenters discussed multiple topics in their submission. Topics covered in the comments included the purpose and need, the range of alternatives to be analyzed in the DEIS/DEIR, potential impacts and mitigation measures, and other substantive issues. This section contains a summary of comments received during the scoping period. Full, unedited copies of the public comments and public scoping meeting transcripts are included in Appendix V and agency comments are in Appendix W.

3.1 Summary of Substantive Comments

All comments were reviewed and categorized in an electronic database. The database contains information documenting the name of the commenter, the agency or organization the commenter represents, the method by which the comment was received, the date the comment was received, the topic categories addressed in the comment, and the full text of the comment. The comments were largely fit into four topic categories. The major categories of comments were the project purpose and need (approximately 16 comments), the alternatives to be studied in the DEIS/DEIR (including track configuration, alignment options, station location options, and potential design features; approximately 151 comments), and environmental impacts and mitigation measures (approximately 139 comments). The following sections contain summaries of the comments from each major category.

3.2 Comments Related to Purpose and Need

Most comments regarding the purpose and need for the project cited the benefits of enhanced light rail connectivity and new stations in the downtown area. In total, approximately 16 comments related to purpose and need were received. The general topics that these comments addressed were:

- Making the light rail system connect better through downtown Los Angeles
- Making downtown Los Angeles more accessible from other Los Angeles neighborhoods
- Attracting new riders with improved transit service
- Reducing downtown traffic congestion

- Reducing transfers and shortening transit travel times
- Revitalizing the downtown area
- Timeliness of the project
- Promoting an alternative to driving
- Encouraging a pedestrian-friendly downtown
- Improving air quality
- Accommodating short headways on the light rail system
- Focusing on transit system quality
- Addressing capacity constraints of the light rail system, such as station crowding, before they become serious
- Expanding the rail transit system

3.3 Comments Related to Alternatives

An approximate total of 151 comments specifically discussed the alternatives. Several comments recommend alignment routes and design features that were studied in the AA, but not carried forward. Some comments mentioned other alignments, such as Alameda Street, which were included in prior connector studies, but were not studied in the AA because they did not meet the objective of connecting the light rail system through the central business district. Many commenters simply indicated a preference for particular alternatives without indicating reasons for their choices. Some comments citing potential environmental impacts (safety, noise, traffic circulation, etc.) as the basis for preference of an alternative are counted in both this section and Section 3.4.

3.3.1 No Build Alternative

Two comments mentioned the No Build Alternative. Both supported the No Build Alternative in light of the potential impacts of the other proposed alternatives.

3.3.2 TSM Alternative

Approximately five comments about the TSM alternative were received. One pointed out the shuttle buses' potential to improve circulation within the downtown area for senior citizens. One supported the TSM Alternative being implemented in conjunction with one of the LRT alternatives. The remaining comments did not mention any specific advantages or drawbacks.

3.3.3 At-Grade Emphasis LRT Alternative

Approximately 30 comments were received regarding the At-Grade Emphasis LRT Alternative. Less than 20 percent of the comments expressing an opinion about this alternative were in support of the At-Grade Emphasis LRT Alternative. Comments on this alternative included:

- Potential traffic impacts due to construction, reduced travel lanes as a result of the at-grade design, and the potential for stalled train operations to further disrupt traffic flows during operation
- Potential impacts to the regional system reliability from traffic congestion or potential collisions with cars or pedestrians which could interrupt service
- Potential safety concerns associated with at-grade train operations including the potential for emergency vehicle access to be hindered
- Potential impacts to rider mobility and inconvenient transfers due to the split station at 1st and Main and Los Angeles Streets
- Relative costs associated with operating the At-Grade Emphasis LRT Alternative compared to the Underground Emphasis LRT Alternative
- Potential impacts on vehicle access for specific buildings and the reduction in available turning radii with tracks running in the street.
- Potential visual impacts of at-grade LRT facilities
- Potential for the increased visibility of the at-grade system to attract more riders
- Potential economic impacts if the 2nd Street Tunnel becomes unavailable for filming
- Potential restriction of access to driveways and public buildings along 2nd Street

3.3.4 Underground Emphasis LRT Alternative

Metro received approximately 64 comments regarding the Underground Emphasis LRT Alternative. Over 80 percent of the comments expressed support for this alternative. Some commenters indicated specific concerns and/or potential benefits. These included:

- Potential for greater safety and reliability over an at-grade configuration
- Potential for fewer impacts on traffic circulation
- Potential for fewer impacts to downtown land uses and the potential for public/private joint development projects and other economic benefits to businesses on 2nd Street

- Potential for negative impacts on businesses in the Little Tokyo District and loss of businesses and parking at 1st and Alameda Streets
- Potential for negative impacts on traffic operations and intersection capacity at 1st and Alameda Streets as well as vehicle and freight access to buildings in this vicinity
- Several comments were related to the potential location and design of the station on 2nd Street
- Potential construction impacts associated with tunneling, such as detours for pedestrians and automobiles, noise, and loss of street parking
- Potential for easier pedestrian circulation compared to the other alternatives
- Potentially fewer visual impacts to the existing streetscape
- Discontinuation of direct service to East Los Angeles from Little Tokyo/Arts District Station
- Ability of the alternative to avoid disruption of Metro and LADOT DASH bus service
- Potential for the high volumes of trains at 1st and Alameda Streets to deter pedestrians and motorists from crossing, causing a division in the Little Tokyo neighborhood

3.3.5 Configuration

Approximately 25 comments were received regarding the potential configurations for the LRT tracks. Comments in this category did not specifically mention either of the build alternatives. Since both of the LRT alternatives include underground and at-grade segments, comments about configuration are relevant to both. Comments in this category were primarily related to the preference to grade separate the tracks from automobile traffic either by placing the system entirely underground or elevated. Commenters identified potential benefits to system reliability and speed and the potential to avoid impacts to traffic congestion or pedestrian circulation and safety from a grade separated configuration. Many comments suggest exclusively using one type of configuration (an entirely underground alignment, for example).

3.3.6 Station Locations and Connections

An approximate total of 25 comments suggesting new station locations were received, along with five comments about connections that the Regional Connector could make with other operating and planned transit services and activity centers at its stations. These comments relate to issues of accessibility and mobility within the project area and the regional system. The comments pertaining to station locations included:

- Suggestions for additional station locations:

- A second station at 1st and Alameda Streets, just east of the intersection, in order to facilitate transfers between the North-South and East-West LRT services.
- A station near 2nd and Spring Streets on the Underground Emphasis LRT Alternative
- At-grade station at Alameda and 7th Streets
- At-grade station at Alameda Street and Olympic Boulevard
- A station location close to the Civic Center
- A station at Temple and Judge John Aiso Streets on the At-Grade Emphasis LRT Alternative
- A station in the western portion of Little Tokyo
- A station near Weller Court
- An underground station on the Mangrove development site
- Alternate station location suggestions:
 - A station on 2nd Street between Los Angeles and San Pedro Streets instead of between Main and Los Angeles Streets on the Underground Emphasis LRT Alternative
 - Moving the station planned for 2nd and Hope Streets to 2nd Street and Grand Avenue
 - Replacing the existing Little Tokyo/Arts District Station with a larger underground station

Commenters suggested that the following connections be accommodated by the Regional Connector stations:

- Connection to the proposed Broadway Streetcar, potentially at the Underground Emphasis LRT Alternative station at 2nd and Los Angeles Streets
- Connections to the Grand Avenue Project and Historic Core
- Connections to additional bus service

- Convenient connections for bicycles and pedestrians at all stations

3.3.7 Other Alignments

Metro received approximately 11 comments suggesting alignments for the Regional Connector other than the At-Grade Emphasis LRT Alternative and the Underground Emphasis LRT Alternative. These suggested alignments are as follows:

- An alignment along 3rd Street from Flower Street to Little Tokyo
- An alignment following Alameda Street from Little Tokyo/Arts District Station to Washington Boulevard and then turning west to join the existing Metro Blue Line tracks
- An underground alignment on either 3rd Street or Temple Street instead of 2nd Street
- An alignment directly south from the Metro Gold Line bridge across the 101 freeway into a subway beneath 1st and Alameda Streets leading to the Underground Emphasis LRT Alternative's subway underneath 2nd Street

3.3.8 Design Features

Approximately 17 comments were submitted suggesting additional design features to be taken into consideration. Suggestions regarding design features were primarily related to issues of accessibility and mobility and potential visual and aesthetic impacts. These features include the following:

- Alternatives to the At-Grade Emphasis LRT Alternative's split stations at 1st and Main Streets and 1st and Los Angeles Streets to potentially reduce confusion and prevent missed connections
- Provide knock-out panels on the Underground Emphasis LRT Alternative to provide for future system connections at 2nd Street and Central Avenue to a southerly route on Central Avenue to Washington Boulevard, and at 2nd and Hope Streets to a route along Temple Street to Silverlake and Glendale
- Provide escalator access at CitiGroup Center Plaza into the proposed Underground Emphasis LRT Alternative station at 5th and Flower Streets
- Provide entrances and exits directly into nearby buildings at underground stations
- Building an underground split-level junction near 1st and Alameda streets instead of a single-level junction at-grade, so as to improve operations and avoid traffic impacts

- Double tracks (two tracks in each direction, for a total of four sets of tracks) or three sets of tracks to increase capacity
- Providing adequate capacity for transfers at Little Tokyo/Arts District Station
- Provide additional capacity beyond the provisions of either build alternative
- Include bicycle racks at stations
- Provide green space at stations
- Ensuring that the project complies with the Americans with Disabilities Act

3.4 Comments Related to Potential Impacts

Approximately 139 comments received pertained to specific potential impacts of the project. Commenters discussed a wide range of impacts, though the majority touched upon traffic circulation, safety, and construction impacts. The comments on each type of impact are summarized in the following subsections.

3.4.1 Transportation Impacts – Traffic Circulation

Metro received approximately 35 comments regarding potential transportation impacts and traffic circulation. Most of them expressed concern over the potential for increased traffic congestion as a result of construction and operation of at-grade LRT facilities. Comments included the following issues:

- Transportation impacts and traffic circulation comments pertaining to the At-Grade Emphasis LRT Alternative:
 - Potential impacts to traffic congestion on adjacent streets with the conversion of 2nd Street to primarily rail use under the At-Grade Emphasis LRT Alternative
 - Potential for the At-Grade Emphasis LRT Alternative to restrict access to driveways and public buildings along 2nd Street
 - Potential for at-grade LRT to worsen traffic congestion in the downtown area
- Transportation impacts and traffic circulation comments pertaining to the Underground Emphasis LRT Alternative:
 - Potential for worsened traffic due to the loss of parking on the lot bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue under the Underground Emphasis LRT Alternative

- Compatibility of the Underground Emphasis LRT Alternative with the encouragement of a pedestrian-friendly downtown
- Potential traffic capacity and operation impacts specifically to the intersection of 1st and Alameda Streets
- Transportation impacts and traffic circulation comments that do not pertain to a specific alternative:
 - Potential for the Regional Connector to alleviate traffic congestion in the downtown area
 - Potential impacts resulting in loss of both on and off-street parking
 - Potential to impact access to specific buildings for vehicle and freight due to changes in the current street capacity and configurations

3.4.2 Land Use and Development

Four comments about Land Use and Development impacts were received. The issues addressed in these comments include:

- Potential for the Underground Emphasis LRT Alternative to minimize long-term impacts on downtown land use, provide sites for possible public-private joint development projects, and compatibility with continued development of properties along 2nd Street
- Potential for transit-oriented development if an underground station is located on 2nd Street between Los Angeles and San Pedro Streets
- Foreclosing options for signature development in Little Tokyo neighborhood

3.4.3 Community and Neighborhood Impacts

Approximately ten comments were received concerning community and neighborhood impacts. The issues addressed by these comments included:

- Community and neighborhood impacts comments pertaining to the Underground Emphasis LRT Alternative:
 - Potential for the Underground Emphasis LRT Alternative to divide Little Tokyo at 1st and Alameda Streets due to the high volume of trains

- Potential deterioration of quality of life in Little Tokyo due to the loss of businesses on the block bounded by 1st Street, Alameda Street, 2nd Street, and Central Avenue under the Underground Emphasis LRT Alternative
- Potential for the Underground Emphasis LRT Alternative to reduce the developable size of Little Tokyo
- Community and neighborhood impacts comments that do not pertain to a specific alternative:
 - Potential impacts to the Little Tokyo and Arts District areas due to changes in traffic circulation and land use patterns
 - Potential for project facilities to force alteration of traditional parade routes
 - Potential for a grade separated alignment to have less of an impact on revitalizing neighborhoods than a non-grade separated alignment

3.4.4 Visual and Aesthetic Impacts

Approximately nine comments regarding visual and aesthetic impacts were received. Issues addressed by these comments include:

- Visual and aesthetic impacts comments pertaining to the At-Grade Emphasis LRT Alternative:
 - Potential for the high visibility of the At-Grade Emphasis LRT Alternative to attract more riders
 - Potential for at-grade LRT facilities to interrupt the streetscape to an unacceptable extent
- A visual and aesthetic impacts comment pertaining to the Underground Emphasis LRT Alternative:
 - Potential for the Underground Emphasis LRT Alternative to avoid visual street clutter
- Visual and aesthetic impacts comments that do not pertain to a specific alternative:
 - Potential impacts to the Little Tokyo and Arts District areas
 - Potential visual impacts of catenary poles on adjacent residences, particularly those located at the same level as the wires

- Request to incorporate sound urban design and public art into the project

3.4.5 Noise and Vibration

Approximately eight comments about noise and vibration were received. The issues addressed in these comments included potential noise impacts from train horns sounding when approaching grade crossings, noise and vibration from the trains moving along the tracks, potential damage to surrounding buildings due to construction vibration, and engine noise.

3.4.6 Historic Impacts

Four comments about historic impacts were received. The topics addressed by these comments included potential impacts to the historic Saint Vibiana Cathedral, the historic Higgins Building, and historic features along 2nd Street.

3.4.7 Parklands

Two comments regarding parklands were received. One suggested that parks be created adjacent to proposed stations, and another suggested converting the area above the proposed Alameda Street underpass to open space.

3.4.8 Economic and Fiscal Impacts

Approximately 11 comments concerning the economic and fiscal impacts of the project were received. These comments discussed the following issues:

- An economic and fiscal impacts comment pertaining to the At-Grade Emphasis LRT Alternative:
 - Potential for the At-Grade Emphasis LRT Alternative to eliminate revenue from filming in the 2nd Street tunnel due to the addition of tracks
- Economic and fiscal impacts comments pertaining to the Underground Emphasis LRT Alternative:
 - Potential loss of businesses due to construction of the portal at 1st and Alameda Streets for the Underground Emphasis LRT Alternative and subsequent potential effects on the long-term economic wellbeing of the Little Tokyo District
 - Potential for the Underground Emphasis LRT Alternative's removal of businesses and parking to devalue properties in Little Tokyo and lead to financial losses, and request for direct assistance to these businesses

- Potential for an underground configuration to avoid impacts to current and future businesses on 2nd Street
- Potential impacts to small businesses on 2nd Street between Los Angeles and Alameda Streets from potential traffic congestion and construction
- Economic and fiscal impacts comments that do not pertain to a specific alternative:
 - Potential impacts to retail business volume due to disruptions in pedestrian and vehicle flow patterns both during construction and post construction
 - Potential for the project to create jobs

3.4.9 Safety and Security

Approximately 27 comments related to safety and security were received. Topics addressed by these comments included:

- Safety and security comments pertaining to the At-Grade Emphasis LRT Alternative:
 - Potential for at-grade trains to collide with other vehicles or pedestrians
 - Potential for at-grade LRT facilities to compromise emergency vehicle and law enforcement access
 - Potential for the grade separated Underground Emphasis LRT Alternative to be safer than the At-Grade Emphasis LRT Alternative due to high volumes of motorists and pedestrians crossing 2nd Street
- A safety and security comment pertaining to the Underground Emphasis LRT Alternative:
 - Safety concerns for pedestrians and automobiles near the proposed Underground Emphasis LRT Alternative facilities at 1st and Alameda Streets
- Safety and security comments that do not pertain to a specific alternative:
 - Potential for overcrowding on station platforms or inadequate ingress and egress at Little Tokyo/Arts District Station due to increased ridership and additional transfers
 - Potential for security issues related to the proposed underpasses on each build alternative

- Potential security issues related to unauthorized pedestrian access into tunnel facilities
- Security considerations for public facilities near the potential stations and right-of-way
- Potential safety issues for vehicles and trucks turning in an out of buildings along streets with altered configurations and capacity
- Potential health risks posed by public transit vehicles
- Potential safety concerns of seniors and persons with disabilities
- Request that the hazard analysis study be complete and adequate

3.4.10 Construction Impacts

Approximately 18 comments about construction impacts were received. Topics covered by these comments included:

- Difficulty of making changes to an active revenue rail transit line without service disruptions and additional costs
- Potential impacts to traffic during construction
- Potential construction impacts from tunneling activities and the need to mitigate those potential impacts
- Potential impacts to building access during construction
- Potential impacts to businesses during construction
- Potential for construction vibration to damage buildings and property
- Order in which portions of the build alternatives are constructed

3.4.11 Growth Inducing Impacts

One comment about growth inducing impacts was received. It mentioned the potential for the Underground Emphasis LRT Alternative to generate public/private joint development opportunities.

3.4.12 Air Quality Impacts

One comment about air quality was received. The comment contains a request to analyze potential smog reductions generated by each proposed alternative.

3.4.13 Water Resources

One comment was received requesting that the analysis evaluate potential impacts to floodplains and that the project design be consistent with the National Flood Insurance Program requirements for new development.

3.5 Comments Related to Policy, Scoping, Operations, and Other Projects

Approximately nine comments pertaining to policy, the scoping process, operations, and other projects were received. Some of the topics covered by these comments included:

- Extending the operating hours of the Metro Rail system
- Revising Metro policies regarding transfers
- Creation of a downtown free fare zone
- Request for information about Metro Expo Line construction activities
- Request that the Scoping Report and EIS/EIR be adequate, respond to non-environmental comments, and be subject to critical review
- Request to maintain Metro Blue Line headways
- Suggestions for new rail projects

3.6 Comments Submitted by Federal, State, and Other Agencies

Seven agencies submitted comments during the scoping period. Most of the topics mentioned were also covered in the comments discussed in the previous sections. However, some of the agency comments presented new issues, including requests to ensure compliance with government-mandated policies, safety concerns, and warnings of potential access restrictions to various public buildings along the proposed alignments, among others. The agency comments are summarized in the following sections, and full text of the agency comments is provided in Appendix W. Many agencies also have regulatory authority over the design and construction of a rail project. The concerns of all the agencies will be addressed both through the DEIS/DEIR analysis and through on-going coordination with Metro.

3.6.1 Comments Submitted by Federal Agencies

The United States District Court submitted a comment that discussed topics listed in the previous sections as well as concerns about the At-Grade Emphasis LRT Alternative's impacts on access to the new Federal District Courthouse planned for the block bounded by 1st Street, Hill Street, Broadway, and 2nd Street.

The Federal Emergency Management Agency (FEMA) of the US Department of Homeland Security also provided comments related to the analysis that will need to be conducted in the DEIS/DEIR and the requirements for any proposed development within a floodplain. The Environmental Protection Agency provided additional comments regarding the issues to be analyzed.

3.6.2 Comments Submitted by State Agencies

The State of California Department of Transportation, the California Public Utilities Commission, and the California Native American Heritage Commission submitted comments discussing topics listed in the previous sections. They also emphasized the need to keep the public informed of the progress of the EIS/EIR study process and provided information on CEQA guidelines.

3.6.3 Comments Submitted by Other Agencies

The Los Angeles County Sheriff's Department, the City of Los Angeles Department of Transportation, the Community Redevelopment of the City of Los Angeles, and the City of Pasadena submitted comments covering some of the topics mentioned in previous sections, as well as:

- Request for traffic impact analysis
- Design and placement guidelines for stations, the alignment, and the surrounding streets
- Request for anticipated train speeds to be included in the EIS/EIR
- Application of the Federal Rail Administration's grade crossing policy
- Security of the At-Grade Emphasis LRT Alternative during protests in the Civic Center area

3.7 Comment Database

Table 3-1 provides a summary of the comments received during the scoping period. Transcripts of the spoken comments submitted at the public scoping meetings and full text of all written public comments are provided in Appendix V. Agency comments are provided in Appendix W.



Table 3-1 Comment Summary

Purpose and Need	Better light rail system connectivity downtown More access between Los Angeles neighborhoods Attracting new riders with improved transit service Reducing downtown traffic congestion Reducing transfers and shortening trip times Revitalizing downtown Timeliness of the project				Promoting an alternative to driving Encouraging a pedestrian-friendly downtown Improving air quality Accommodating short headways on the LRT lines Focusing on transit system quality Addressing LRT system capacity constraints Expanding the rail transit system			
	Proposed Alternatives	Prefer No-Build (2) TSM (5) Prefer (50%) Do Not Prefer (50%)		At-Grade Emphasis LRT (30) Prefer (20%) Do Not Prefer (80%)		Underground Emphasis LRT (64) Prefer (80%) Do Not Prefer (20%)		
Other Alternatives Studied During AA Phase		Stations (23) 2 nd & Spring Bunker Hill 2 nd & LA-San Pedro Two stations on 2 nd Street Underground Little Tokyo Station		Connections (10) Broadway Streetcar Grand Avenue Project Historic Core Additional bus service Bikes and pedestrians		Alignments (11) 3 rd Street from Flower Street to Little Tokyo		Design Features (17) Bike racks Green space More capacity Escalator to CitiGroup Plaza ADA compliance
	Other Alternatives Studied During AA Phase	1 st & Alameda (transfer platform) Alameda & 7 th Alameda & Olympic 2 nd & Grand		Configuration (25) At-Grade Underground		Alameda Street from 1 st Street to Washington Boulevard		Knock-out panels at 2 nd & Central Knock-out panels near Bunker Hill Double tracks Underground split-level junction in Little Tokyo
Potential Impacts		Traffic Circulation (35) Land Use and Development (4) Community and Neighborhood Impacts (10) Visual and Aesthetic Impacts (9) Noise and Vibration (8) Historic Impacts (4)				Parklands (2) Economic and Fiscal Impacts (11) Safety and Security (27) Construction Impacts (18) Growth Inducing Impacts (1) Air Quality Impacts (1)		
	Other Impacts	Extending the operation hours of the Metro Rail system Revising Metro's transfer policies Creation of a downtown free fare zone Request for information about Metro Expo Line construction Request that Scoping Report and EIS/EIR be adequate and respond to non-environmental comments						

Note: Tallies and percentages are approximate

RESPONSES TO COMMENTS

4.1 Introduction

The purpose of scoping is to provide an opportunity for agencies and the public to comment on the purpose and need, the range of alternatives proposed for analysis, and to help the project proponent identify issues that should be evaluated in the DEIS/DEIR analysis. Therefore, all comments that fall within the scope of the NEPA/CEQA process will be addressed in the DEIS/DEIR. Metro will also continue to work closely with agencies and stakeholder groups to address issues identified through scoping.

4.2 Comments Related to Purpose and Need

There were no comments directly related to the stated purpose of the project. A number of comments did affirm many of the previously identified needs for the project. In addition, some commenters identified additional conditions or benefits that support the need for the project. The DEIS/DEIR will expand and clarify the purpose and need statement in response to these comments.

4.3 Comments Related to Alternatives

The Regional Connector project has completed an AA and conducted early scoping on the potential range of alternatives. The results of that report may be found in the Final AA Report (Metro 2009) and which is incorporated here by reference. The AA provides the reasoning for decisions regarding the identification and narrowing of the range of alternatives. The AA process identified an initial set of 36 conceptual alternatives that met the project purpose of improving connections within the light rail system through the central business district. These alternatives were screened against criteria related to constructability, right-of-way constraints, impacts of configurations, and operational concerns. This initial screening narrowed the range of alternatives to eight alternatives with a few variations on some of the alternatives. These eight alternatives were screened against the goals, objectives, and evaluation criteria established for the project. In addition, input from stakeholders, the public and agencies was solicited in the process of further narrowing the range of alternatives. The AA process resulted in four alternatives (two build alternatives, a No Build Alternative, and a TSM Alternative) that will be carried forward into the DEIS/DEIR.

Most commenters expressed a preference for one of the build alternatives. Comments that included reasons for a stated preference also provide insight into potential impacts or benefits of all of the alternatives. These insights into potential impacts are helpful in guiding the impact analysis of the DEIS/DEIR. Comments that provide this insight are also counted as a comment on a particular resource discipline and will be included in the analysis of potential impacts.

A few comments expressed a preference for an alternative that is not currently proposed for consideration in the DEIS/DEIR.

The DEIS/DEIR will summarize the alternatives previously considered and eliminated and the process used to do so. Other alternatives that do not meet the project purpose and need will not be evaluated further.

4.4 Comments Related to Potential Impacts

Potential impacts or benefits of alternatives identified by commenters will be analyzed in the DEIS/DEIR. Insights into how a particular alternative may affect traffic, neighborhoods, safety, or accessibility and mobility through the central business district are a valuable result of the scoping process. Specific comments on each potential impact will be used to guide the analysis of the alternatives.

Specific comments on potential impacts were related to traffic congestion, circulation, property access, mobility for segments of the ridership, safety, air quality, community and neighborhood, economic, historic resources, visual and aesthetic concerns, noise and vibration, land use and development, and construction activities.

4.5 Other Comments

A number of comments were received on matters related to Metro policies, operations, and other projects within the Metro system. These comments are beyond the scope of this DEIS/DEIR and have been relayed to Metro management for consideration in other, more appropriate forums.

REFERENCES CITED

Los Angeles County Metropolitan Transportation Authority, 1993. *Blue Line Connection Draft Preliminary Planning Study*.

Los Angeles County Metropolitan Transportation Authority, 1993. *Pasadena – Los Angeles Light Rail Transit Project Environmental Impact Report*.

Los Angeles County Metropolitan Transportation Authority, 2004. *Regional Light Rail Connector Study*.

Los Angeles County Metropolitan Transportation Authority, 2009. *Final Alternatives Analysis Report*. Prepared by CDM for Los Angeles County Metropolitan Transportation Authority.

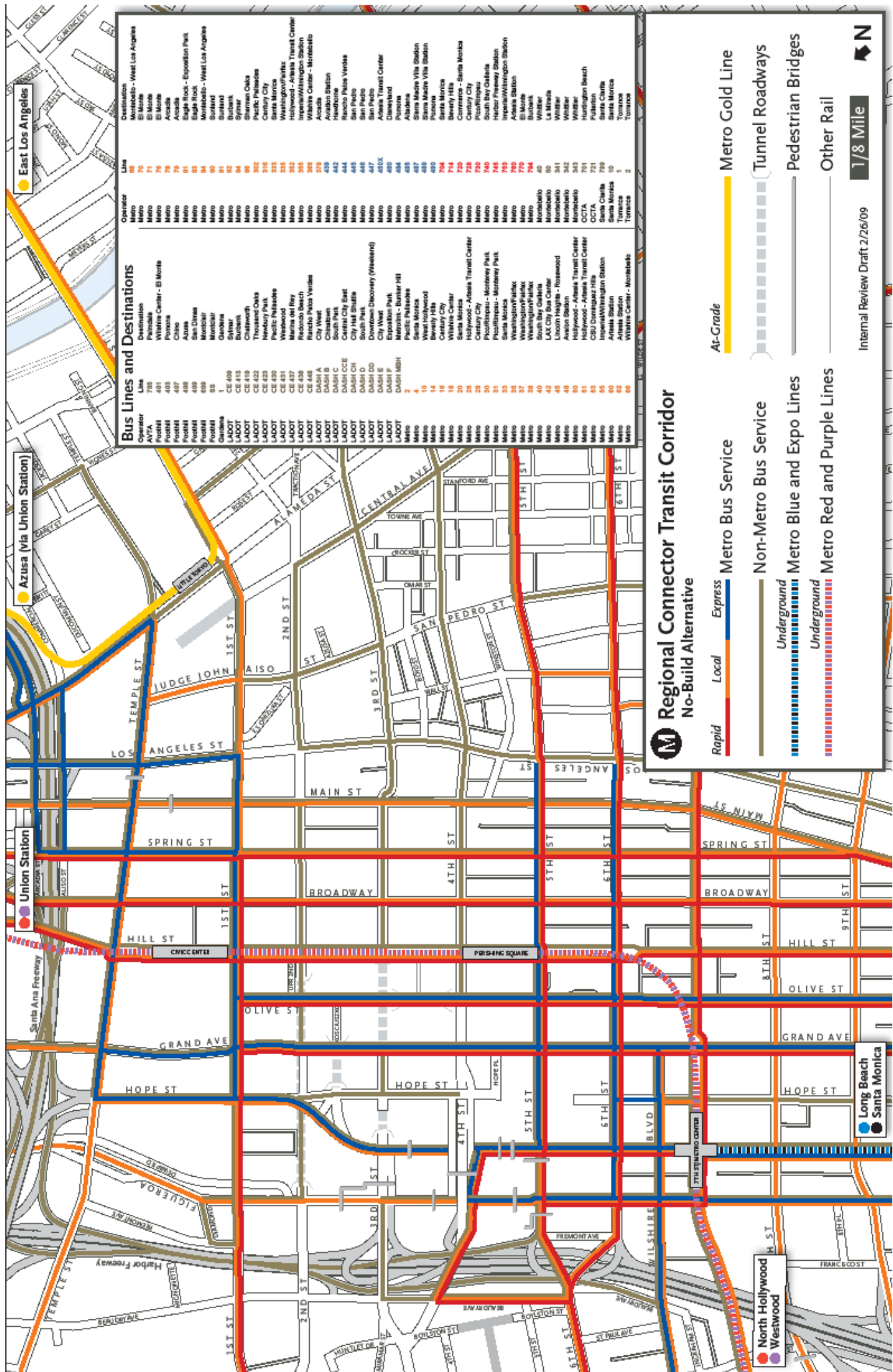
Los Angeles County Metropolitan Transportation Authority, 2008. *Final Project Early Scoping Report*. Prepared by CDM for Los Angeles County Metropolitan Transportation Authority

APPENDICES

- A: Maps of Alternatives
- B: Public Participation Plan
- C: Notice of Intent
- D: Notice of Preparation
- E: Newspaper Publications of Legal Notices
- F: Agency List
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- L: Direct Mail Scoping Letter
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- O: Newspaper Advertisements
- P: Public Scoping Meeting #1 Sign In Sheet
- Q: Public Scoping Meeting #2 Sign In Sheet
- R: Public Scoping Meeting #3 Sign In Sheet
- S: Public Scoping Meeting #4 Sign In Sheet
- T: Boards Displayed & Meeting Handouts
- U: PowerPoint Presentation
- V: Summary of Public Comments, Comment Matrix & Transcripts

- W: Summary of Agency Comments

Appendix A
Maps of Alternatives



East Los Angeles

Azusa (via Union Station)

Union Station

Long Beach
Santa Monica

North Hollywood
Westwood

Bus Lines and Destinations

Operator	Line	Destination
Metro	60	Montebello - West Los Angeles
Metro	70	El Monte
Metro	71	El Monte
Metro	72	El Monte
Metro	73	El Monte
Metro	74	El Monte
Metro	75	Academy
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Metro	200	Academy

Regional Connector Transit Corridor
No-Build Alternative

Rapid **Local** **Express** **Metro Bus Service** **Metro Gold Line**

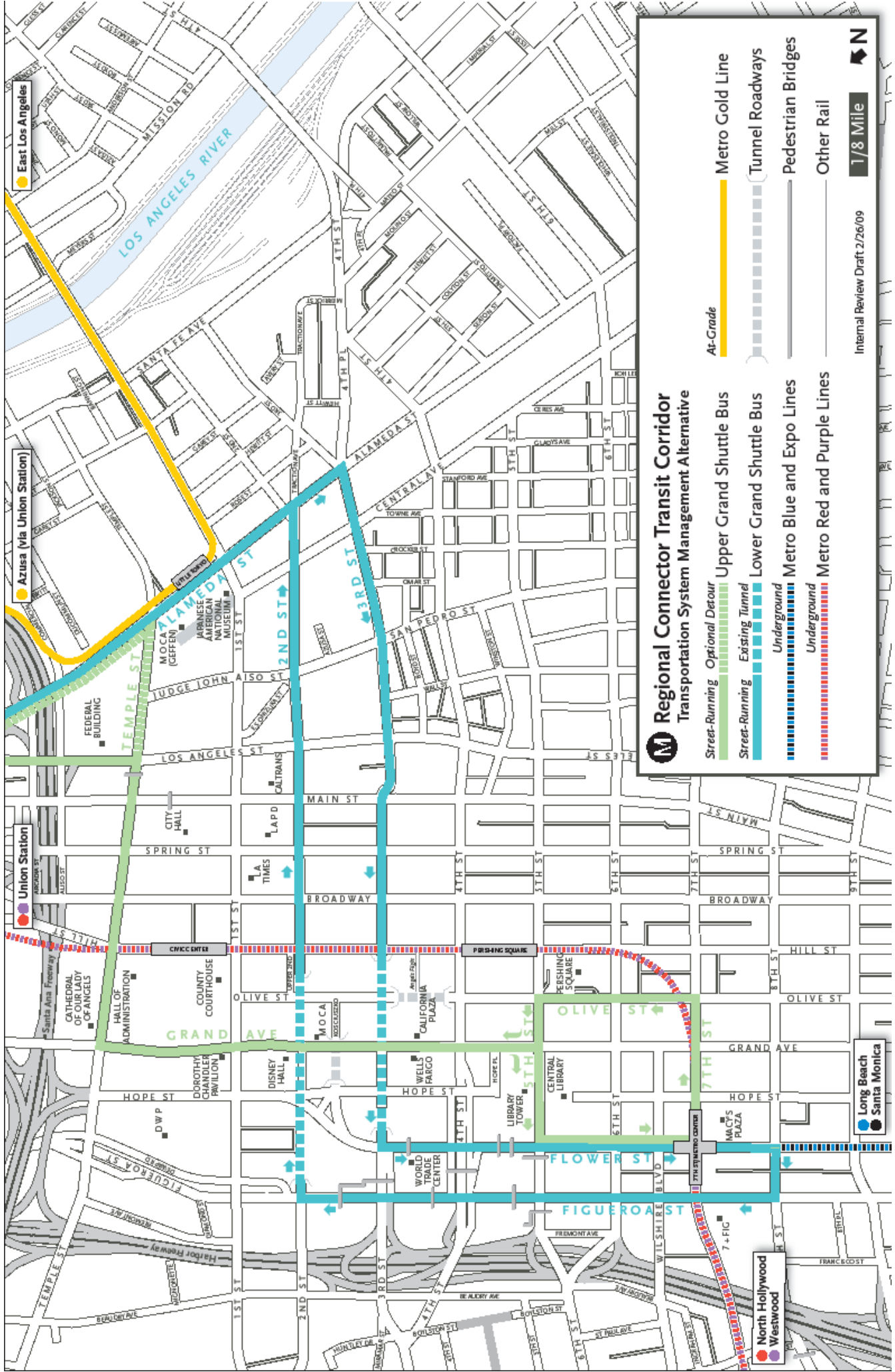
Underground **Metro Blue and Expo Lines** **Tunnel Roadways**

Underground **Metro Red and Purple Lines** **Pedestrian Bridges**

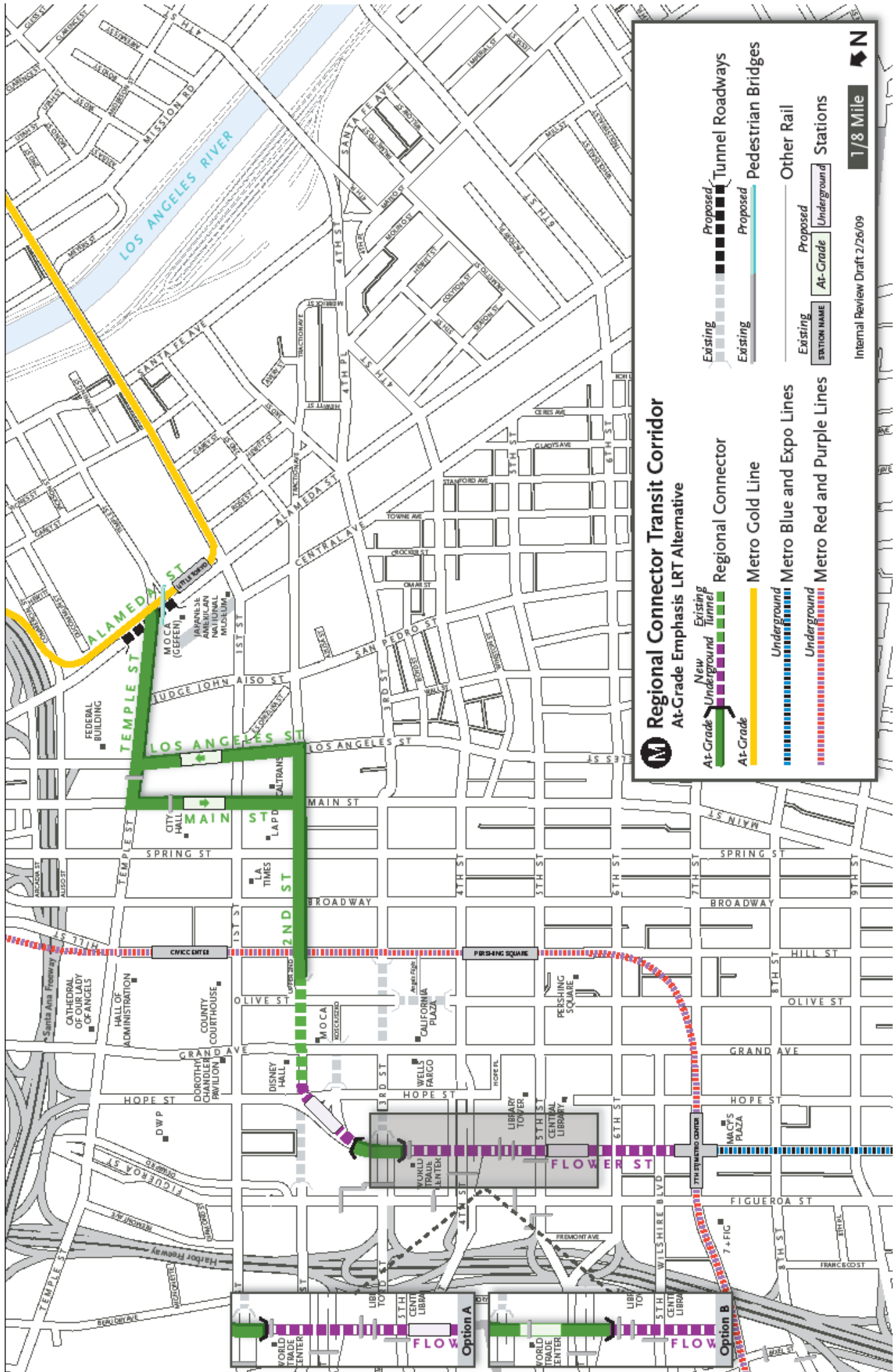
Other Rail **1/8 Mile**

Internal Review Draft 2/26/09

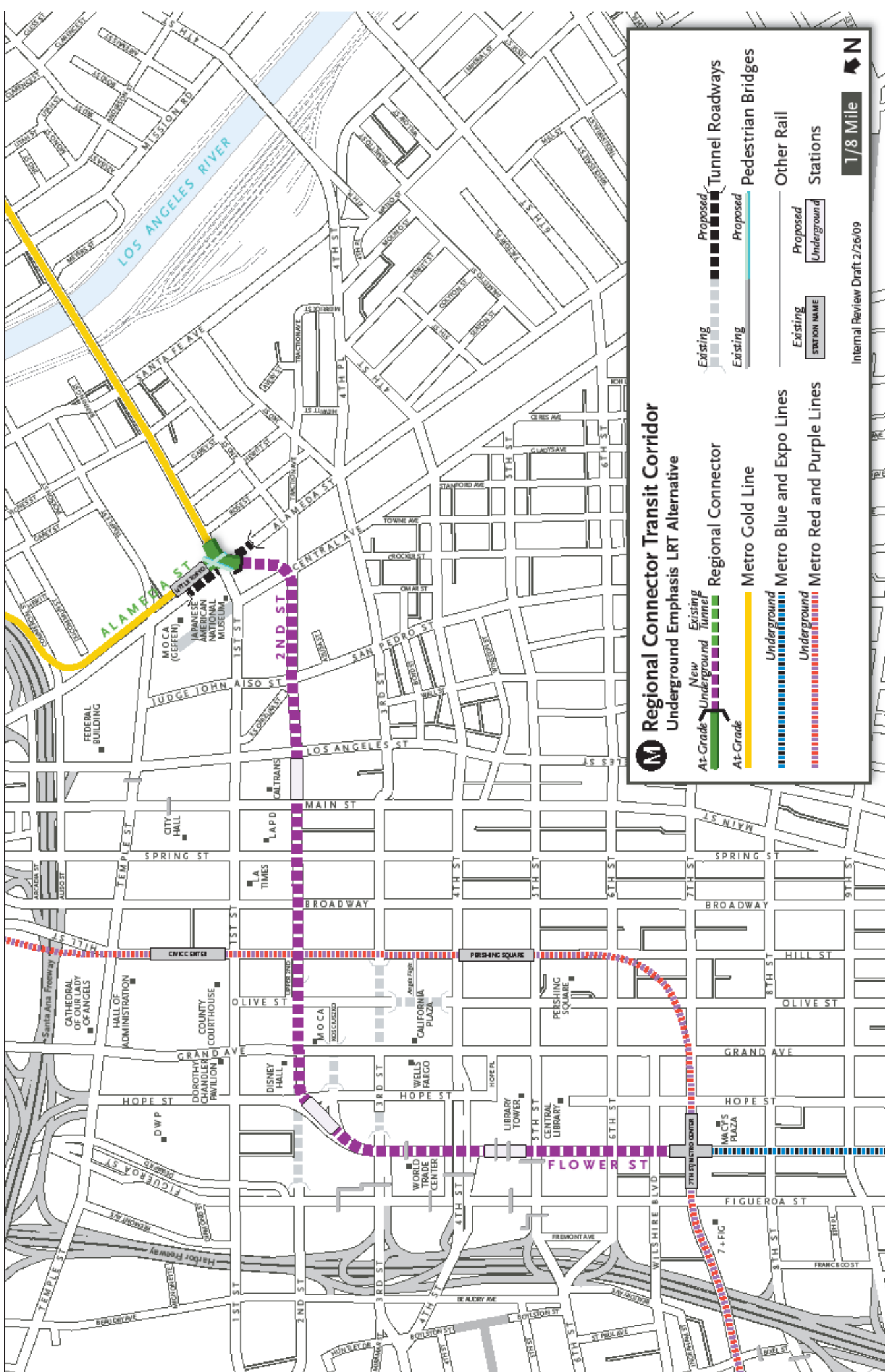
As shown to agencies and the public during scoping



As shown to agencies and the public during scoping



As shown to agencies and the public during scoping



As shown to agencies and the public during scoping

Appendix B
Public Participation Plan

PUBLIC PARTICIPATION PLAN

I. Purpose and Background

The Regional Connector Transit Corridor Project area encompasses approximately 1.6 square miles of downtown Los Angeles within the boundaries of the I-110 freeway to the west, Alameda Street to the east, the US-101 freeway to the north, and 9th Street/Los Angeles Street and 7th Street to the South. It lies entirely within the City of Los Angeles limits in the central city area.

The Regional Connector Project is analyzing options for providing through service between Metro's Blue, Gold, Gold Eastside Extension and Expo Lines, and linking these rail corridors directly to Union Station by connecting the 7th Street/Metro Center station with the Little Tokyo/Arts District station, thereby providing a vital connection through downtown with other light rail service.

Completion of this connector line would provide a number of regional benefits including improved mobility, significantly reduced travel times, increased ridership, greater utilization of all rail lines and more accessibility to regional employment and cultural destinations. Construction of the Regional Connector Project would directly impact a 1.6 square mile geographic area in downtown Los Angeles, while its potential benefits accrue to transit users across the entire region. At the same time, the Regional Connector would also provide much-needed transportation alternatives for downtown Los Angeles's growing residential population and entertainment and cultural centers.

In January 2009, Metro's Board of Directors approved the Regional Connector Transit Corridor Alternatives Analysis Study and authorized staff to proceed with the next phase of the Project. This Draft Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)/Advanced Conceptual Engineering (ACE) phase follows the 12-month Alternatives Analysis that recommended two Build Alternatives for further study along with the No Build and Transportation System Management (TSM) alternatives. The Alternatives Analysis included an in-depth public participation process that included scoping meetings, community update meetings, key stakeholder meetings and elected officials' briefings, as well as development and dissemination of informational materials, a project website, project information line and media relations.

The Draft EIS/EIR phase of the Regional Connector LRT project will involve an extensive and inclusive community outreach process that builds upon, and enhances the public engagement efforts developed during the Alternatives Analysis phase of the project. This Public Participation Plan includes outreach not only to downtown Los Angeles stakeholders, but also to current and potential light rail riders; a wider population of transit users in Los Angeles County. This effort will also re-engage targeted stakeholder outreach efforts during the Alternatives Analysis while, at the same time, identify and involve potential new interested stakeholders who may now, more than before, have a special interest in this project. This Plan builds upon Metro's experience with the Alternatives Analysis, including lessons learned and identification of potential opportunity areas as well as Metro's best practices in public outreach.

II. Compliance with Federal Requirements (SAFETEA-LU)

The Transportation Equity Act for the 21st Century (TEA-21) was subsequently succeeded by the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) on August 10, 2005 by Congress. TEA-21 and SAFETEA-LU continue the strong federal emphasis on public participation, requiring that the public participation plans of metropolitan planning processes “be developed in consultation with all interested parties and ... provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan”. As outlined in the bill, methods to accommodate these goals, to the maximum extent possible, include:

- Holding any public meetings at convenient and accessible locations and times;
- Employing visualization techniques to describe plans;
- Making public information available in electronically accessible formats and means, such as the internet, as appropriate, to afford reasonable opportunity for consideration of public information.
- Coordinating local public participation/involvement processes with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and reduce redundancies and costs.

SAFETEA-LU also expanded the definition of participation by “interested parties”. Broadly defined it now includes as its partners, groups and individuals who are affected by or involved with transportation in the appropriate County and the surrounding region. Examples stated include citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

SAFETEA-LU also requires that public meetings be held at convenient and accessible times and locations, that all plans be available by website and documents be written in easy, understandable language utilizing visual components.

This Public Participation Plan was developed cognizant of compliance with SAFETEA-LU.

III. Goals & Objectives of the Public Participation Process

The Public Participation Plan for the Regional Connector Transit Corridor Project provides an efficient, proactive and comprehensive guide to community outreach efforts throughout the DEIS/DEIR/ACE phase of this project. This Plan builds on the foundation of the public engagement effort developed during the Alternatives Analysis. The public involvement and consensus building effort for this project has several goals and objectives; it will:

- Utilize an inclusive outreach strategy that maximizes input from a broad range of project stakeholders;
- Provide forums for residents, businesses and community leaders to participate in the planning;

- Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and,
- Establish a forum for educating stakeholders on a regular basis as the project evolves.

The Public Participation Plan is in compliance with the public participation requirements of NEPA, CEQA and for the FTA New Starts program.

The intent of the public involvement process is to work cooperatively with the community toward the development of a preferred alternative that meets the purpose and need of the project.

Issues to be addressed during the DEIS/DEIR/ACE outreach process for the Regional Connector might include further development and refinement of the alternatives, locations of the stations, bus/rail interface and other transit issues, urban design, land use, neighborhood and community impacts, environmental impacts, and potential mitigation measures.

IV. Description of Public Participation/Involvement Activities

a. Schedule Overview

The 18 month schedule for the Draft EIS/EIR is summarized below. A series of community update meetings and formal public hearings will be held at key milestones. In addition, the project team will continue to meet with individual stakeholder groups. The public engagement effort will continue throughout the study as urban design proceeds and targeted stakeholders are involved in the planning process.

Spring 2009	Summer 2009	Fall 2009	Winter 2010	Spring 2010	Summer 2010
• Scoping Period	• Urban Design	• Urban Design • Community Update Meeting	• Circulate Draft DEIR	• Public Hearings on DEIR	• Board Meeting • Final EIS/EIR • Begin PE

b. Stakeholder Identification & Community Profile

Metro will maintain and update the stakeholder database developed during the Alternatives Analysis to track interested individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. Building on the database developed during the Alternatives Analysis phase of the study, Metro will continue to provide ongoing maintenance and updates to keep the database current.

The DEIS/DEIR phase will include extended outreach beyond Downtown Los Angeles, including all jurisdictions that potentially benefit from the Regional Connector. There are a variety of existing and potential new project stakeholders; many of these stakeholders were identified during the AA Study, and they will be further engaged during the DEIS/DEIR/ACE process. Stakeholders for this study include, but are not limited to:

- Local, County, Federal & State Elected Officials
- Neighborhood Councils, Associations and Community Councils

- Business and Labor Associations
- Retail & Entertainment Centers/Destinations
- Education, Cultural, Religious, Health Care Institutions along the existing and proposed alignment
- Transit Advocacy and Environmental Groups
- Public Agencies/Officials
- Cities along all existing and proposed alignments

Communication with individuals and organizations beyond the physical study area will be a priority during this phase given the regional significance of the project.

Further, building on information gathered during the Alternatives Analysis, Metro will develop a Community Profile, including an issues assessment, relevant to community participation in the study. The Community Profile will identify:

- key communities and constituencies in the study area;
- key communities and constituencies outside the study area, likely to benefit from the project;
- issues of special interest to communities and constituencies; and,
- strategies and actions to address these communities, constituencies, and issues.

In this way Metro will be able to monitor the issues and priorities of the distinct communities within and of relevance to the project in and beyond the study area.

c. Public Scoping Meetings, Community Updates and Public Hearings

c1. Facilitation of Draft EIS/EIR Scoping Meetings

Metro will conduct four (4) Public Scoping meetings, one (1) Agency meeting and one (1) briefing for local elected officials within the scoping period of the project to solicit comment and input for the DEIS/DEIR prior to the May 11, 2009 deadline for public scoping comments. For Public Scoping, two meetings will be held in Downtown Los Angeles, respectively one daytime meeting to accommodate those stakeholders working in the project area, and one evening meeting to ensure those living in the area are able to attend. Additionally, two more meetings will be scheduled in Pasadena, and the University of Southern California/South Park area: locations outside the project area where transit users will most benefit from construction of the Regional Connector.

The purpose of these meetings is to inform the public about the study, solicit input on the alternatives to be considered and identify issues and areas of concern that will need to be addressed in the DEIS/DEIR. These meetings will be recorded by a court reporter and documented as a part of the DEIS/DEIR/ ACE planning effort.

c2. Formal Public Meeting Coordination and Facilitation

Two rounds of community update meetings will be held during the Draft EIS/EIR and will coincide with key milestones. Metro will schedule and facilitate these public meetings, in up to five (5) locations, for a total of ten (10) community update meetings. A detailed summary of comments and meeting notes will be prepared after each round of meetings. Prior to each round of community update meetings, Metro will schedule one briefing for local elected officials. All presentation materials and meeting handouts will be posted to the Regional Connector website.

c3. Public Hearings

Metro anticipates four (4) public hearings, coordinated with the DEIS/DEIR formal public comment period and consistent with the California Environmental Quality Act (CEQA), FTA, and National Environmental Policy Act (NEPA) guidelines. As for the scoping meetings, Metro will schedule a briefing meeting for elected officials prior to the hearings. TRG will be responsible for all logistics related to the hearings for the DEIS/DEIR phase, including schedule, location selection, staffing, presentation materials and handouts, meeting notifications and publicity, and securing a court reporter.

At the conclusion of the public hearings, Metro will develop a written summary which will include the number of attendees, major issues, and concerns raised, and recommended actions to address the issues. All written comments submitted at the public hearing and via email and US mail will be electronically scanned and included in the project documentation.

d. Other Meetings

Metro will proactively continue to coordinate with key project stakeholder groups in the area to engage them in the planning process. At the same time, Metro will respond to requests from community groups and other organizations to participate in their meetings.

e. Events

To reach out to those not active in civic issues or who do not typically attend community meetings, Metro will participate in local events such as festivals, fairs and other grassroots outreach opportunities. In addition to the events that Metro already participates in, other local opportunities to raise the project's visibility and awareness within the study area will be explored such as farmers markets, mall or shopping center booths and other more community-focused events.

f. Public Notice and Review

Public notices and meeting publicity for the Regional Connector will include:

- Placement of display advertisements two weeks prior to the scoping meetings in the Downtown News, Rafu Shimpō (English/Japanese), Garment & Citizen (Spanish/English), Pasadena Star News and the Daily Trojan
- Mail-out of scoping notice in English, Spanish and Japanese two weeks prior to the first scoping meeting to entire project database
- Mail-out of meeting notice to project database

- Email notification to all in the project database two weeks prior to first meeting, as well as email reminders for upcoming meetings two days prior to first meeting
- Post scoping meeting information on the Metro website (www.metro.net/regionalconnector) two weeks in advance of meetings
- Update Regional Connector Facebook page and distribute meeting invitations via Facebook
- Placement of “Take One” meeting notices on Metro trains and buses serving the project area including the Metro Gold and Blue Lines, and on all downtown bus routes
- Distribution of meeting notices at key downtown Los Angeles gathering places such as the Central Library and Little Tokyo Branch Library, the lobbies of loft buildings and condos, and retail, restaurant and social service venues within the corridor
- Distribution of flyers at Union Station to promote the meetings
- Publicity of scoping meetings to be consistent with FTA requirements
- Development of Project Scoping Presentation Materials in multimedia, easy-to-understand, and multi-language formats

g. Written Materials

Metro will continue to develop text and visuals for collateral materials, specifically Mailers, Brochures, Fact Sheets, “Take Ones”, Frequently Asked Questions (FAQs), and other pieces as needed, as well as a quarterly e-bulletin/newsletter. Materials will be translated, at minimum, into Spanish and Japanese and, as requested, Chinese and Korean. Metro will also develop an electronically, easy-to-read and quick-reference project e-bulletin/newsletter to be distributed approximately quarterly.

h. Website

The project website (www.metro.net/regionalconnector) will be regularly updated to coincide with key milestones. In addition to serving as a source for public information, the website will also serve as a way to gather information. The webpage will facilitate ongoing database additions and provide a means for the community to provide input, ask questions, receive responses and distribute study materials. Metro will monitor web page use, track activity through the project database and respond to inquiries within one business day.

i. Media

Metro takes a proactive role working with the mainstream media to publicize all community meetings and to raise awareness of the Regional Connector Project. This includes the development of press releases and placement of display advertisements. This effort is complemented by outreach to grassroots, ethnic and niche print, broadcast and new media. For the DEIS/DEIR phase, Metro will outreach to wider media such as traffic reporters, as well as the Spanish, Chinese, Japanese and Korean-language media.

Metro will continue to utilize “new” media such as blogs, electronic news outlets, chat rooms, discussion boards, etc. to raise awareness of its projects. Metro will continue to use Facebook and other new media resources (social networking forums) to inform and educate project stakeholders about the study. A complete record of all blogging and other electronic communications on the project will also be maintained.

j. Tours

To help facilitate better understanding of light rail technology, configuration options and community integration, tours of the operational sections of Gold and Blue Lines as well as the construction section within downtown Los Angeles will be held as needed. Tours of other comparable non-Metro systems may also be appropriate.

k. Accommodations

All public meetings will be scheduled at locations accessible by transit users and all buildings for public events are ADA accessible for wheelchairs. Information regarding bicycle lockers/storage can also be researched upon request. Interpreters (language and hearing) or other auxiliary aids will be arranged if requested at least 3 days prior to the meeting.

V. Outreach to Traditionally Underserved Groups

Federal requirements for public participation plans include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low income and/or minority groups. Metro has actively worked with organized business and community groups in Little Tokyo and throughout downtown Los Angeles, contacted homeless service providers in the project area to inform them of community meetings, and will continue outreach efforts to transit users. In addition, materials are translated into Spanish and Japanese, and where requested into Korean and Chinese.

VI. Description of Committees Contributing to the Planning Process

Formation of Regional Connector Working Group

Metro will form a Working Group that will serve in an advisory capacity to the Regional Connector project team. This Working Group is intended to:

- Provide input and feedback at least key decision points
- Offer ongoing guidance about the progress of the project
- Complement the overall community-driven process
- Review the work completed by the geographic sub-groups described below
- Serve as a sounding board to the project team

Geographic Sub-groups within the Working Group, organized by approximate station locations to discuss issues of particular interest and/or concern to their neighborhoods will be created. These sub-groups will reflect the following geographic areas:

- Little Tokyo
- Bunker Hill
- Historic Core
- Financial District

Formation of a Technical Advisory Group

Metro will form a Technical Advisory Group comprised of various City of Los Angeles departments, as well as Los Angeles County, State and Federal agencies that will meet on an as needed basis.

VII. Public Participation Measures of Effectiveness

On a periodic basis, the Public Participation process will be reviewed to determine if modification of any particular strategy is necessary or if additional strategies need to be incorporated into the Plan to reach desired demographic groups.

Appendix C
Notice of Intent

received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Issued in Washington, DC on March 18, 2009.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E9-6400 Filed 3-23-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements in the Regional Connector Transit Corridor, Los Angeles, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) intends to prepare an environmental impact statement (EIS) for the Regional Connector Transit Corridor Project in Los Angeles County, California. LACMTA operates the Metro transit system in Los Angeles County. The proposed project would provide a direct link connecting several light rail service lines in operation or in construction through downtown Los Angeles, CA.

The project area lies entirely within the City of Los Angeles and is within the densely developed downtown core that includes multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations. LACMTA will also use the EIS document to comply with the California Environmental Quality Act (CEQA), which requires an Environmental Impact Report (EIR). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite

public participation in the EIS process (including providing comments on the scope of the Draft Environmental Impact Statement (DEIS), to announce that public scoping meetings will be conducted, and to identify participating and cooperating agency contacts.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to LACMTA on or before May 11, 2009 at the address below. See **ADDRESSES** below for the address to which written public comments may be sent. Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates:

- Monday, March 30, 2009; 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; 6:30 p.m. to 8 p.m.; at the Lake Avenue Church, 393 N Lake Avenue, Pasadena, CA 91101.

- Wednesday, April 1, 2009; 6:30 p.m. to 8 p.m.; at the Japanese American National Museum (JANM), 369 E 1st Street, Los Angeles, CA 90012.

- Thursday, April 2, 2009; Noon to 1:30 p.m.; at the Los Angeles Central Library, Board Room, 630 W 5th Street, Los Angeles, CA 90071.

The project's purpose and need and the description of alternatives for the proposed project will be presented at these meetings. The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Ms. Ann Kerman, Community Relations Manager, LACMTA, at (213) 922-7671, or kermana@metro.net.

Scoping materials will be available at the meetings and on the LACMTA Web site (<http://www.metro.net/regionalconnector>). Paper copies of the scoping materials may also be obtained from Ms. Ann Kerman, Community Relations Manager, LACMTA, at (213) 922-7671, or kermana@metro.net. An interagency scoping meeting will be held on Thursday, March 26, 2009 at 1:30 p.m. at LACMTA, in the Gateway Plaza Room, One Gateway Plaza, Los Angeles, CA 90012. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop? Los Angeles, CA 90012, or via e-mail at roybald@metro.net. The locations of the public scoping meetings are given above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone (213) 202-3950, e-mail ray.tellis@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and LACMTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: Alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives, and the identification of any significant social, economic, or environmental issues relating to the alternatives.

Project Initiation

The FTA and LACMTA will prepare an Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the Regional Connector Transit Corridor pursuant to 23 U.S.C. 139 and the California Environmental Quality Act (CEQA). LACMTA is serving as the local lead agency for purposes of CEQA environmental clearance, and FTA is serving as the federal lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance. This notice shall alert interested parties to the preparation of the EIS/EIR, describe the alternatives under consideration, invite public participation in the EIS/EIR process, and announce the public scoping meetings. FTA and LACMTA will invite interested Federal, State, tribal, regional and local government agencies to be participating agencies under the provisions of section 6002 of SAFETEA-LU.

Purpose and Need for the Project

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 Eastside Extension, 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. Mobility issues throughout the region and the identified need to join the unconnected segments of the light rail system have been documented in several past studies, including the *Pasadena—Los Angeles Light Rail Transit Project Environmental Impact Report* (1993), the *Blue Line Connection Preliminary Planning Study* (1993), and the *Regional Light Rail Connector Study* (2004).

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.

Project Location and Environmental Setting

The proposed light rail transit (LRT) project lies entirely within the City of Los Angeles and is generally bounded by U.S. Highway 101 on the north, 7th and 9th Streets on the south, Alameda Street on the east, and State Route 110 on the west. Project length is just under two miles and the LRT alternatives would have up to four stations plus ancillary facilities including power substations. The project area is the largest regional employment center in Los Angeles County, and is densely developed with multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers.

The proposed Regional Connector project would provide a direct link connecting several light rail service lines in operation or in construction (*i.e.*, the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line). The proposed project would create a connection in 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 (Pasadena and Eastside) at the Little Tokyo/Arts District Station at 1st Street and Alameda Street. This connection would provide through service between the Metro Blue Line to Long Beach, the Metro Gold Line to Pasadena and East Los Angeles, and the Metro Expo Line to Culver City. With the implementation of the Regional Connector project, these four lines would share tracks and stations in downtown Los Angeles.

The various alternatives to be considered for the Regional Connector project generally traverse Flower Street north from 7th Street, 2nd Street between Flower and Alameda, Main and Los Angeles Streets between Temple Street and 2nd Street, Temple Street between City Hall and Alameda Street, and Alameda Street between U.S. Highway 101 and 2nd Street.

Alternatives

The Regional Connector Transit Corridor Final Alternatives Analysis Report (2009) prepared by LACMTA identified four alternatives for further consideration in the EIS/EIR. The four alternatives include: A No-Build Alternative, Transportation System Management (TSM) Alternative, At-Grade Emphasis 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 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 along Grand Ave. and 1st St., 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 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 just north of the Metro Gold Line 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 automobile-train 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. A fourth optional station on 2nd Street between Broadway and Los Angeles Street will be analyzed.

Underground Emphasis LRT Alternative: From the 7th Street/Metro Center Station, this alternative 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 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.

Probable Effects

The purpose of this EIS/EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and LACMTA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation, land use, zoning and economic development, secondary development, land acquisition, displacements and relocations, cultural resources (including historical, archaeological, and paleontological resources), parklands/recreational facilities, neighborhood compatibility and environmental justice, visual and aesthetic impacts, natural resources (including air quality, noise and vibration, wetlands, water resources, geology/soils, and hazardous materials), energy use, safety and security, wildlife, and ecosystems. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and LACMTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become "participating agencies;" (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency

participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and LACMTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on LACMTA's Web site (Regional Connector Transit Corridor Project Web page: <http://www.metro.net/regionalconnector>). The public involvement program includes a full range of activities including the project Web page on the LACMTA Web site, development and distribution of project newsletters, and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the public involvement program.

LACMTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500-1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements

include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324); the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulation implementing section 106 of the National Historic Preservation Act (36 CFR part 800); the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402); section 4(f) of the Department of Transportation Act (23 CFR 771.135); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

Issued on: March 19, 2009.

Leslie T. Rogers,

Regional Administrator, Region IX, Federal Transit Administration.

[FR Doc. E9-6421 Filed 3-23-09; 8:45 am]

BILLING CODE 4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Solicitation of Comments and Notice of Availability of Fiscal Year 2009 Funding for Transit Investments for Greenhouse Gas and Energy Reduction Grants

AGENCY: Federal Transit Administration, DOT.

ACTION: Interim notice of funding availability, request for comments.

SUMMARY: The American Recovery and Reinvestment Act of 2009 (ARRA) appropriated \$100 million for a new discretionary grant program for public transportation projects that reduce a transit system's greenhouse gas emissions or result in a decrease in a transit system's energy use. Because of time limitations in ARRA funding, this notice announces the availability of the new grant program, application requirements, and deadlines for submitting grant proposals for funding. However, because the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program is a new grant program, FTA also is accepting comments on the program's provisions and may alter some of the requirements in response to comments.

DATES: Comments must be received by April 7, 2009. Late-filed comments will be considered to the extent practicable. Complete proposals for the TIGGER Grant Program must be submitted by May 22, 2009.

Appendix D
Notice of Preparation

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY (Metro)**

**NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT
(EIS)/ENVIRONMENTAL IMPACT REPORT (EIR)**

TO: AGENCIES, ORGANIZATIONS & INTERESTED PARTIES.

SUBJECT: NOTICE OF INTENT (NOI)/NOTICE OF PREPARATION (NOP) OF AN
EIS/EIR

PROJECT TITLE: REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed light rail transit (LRT) project lies entirely within the City of Los Angeles and is generally bounded by US Highway 101 on the north, 7th and 9th Streets on the south, Alameda Street on the east, and State Route 110 on the west. The length of the proposed light rail project would be just under two miles. It would have up to four stations plus ancillary facilities including power substations. The project area includes the largest regional employment center of Los Angeles, and is densely developed with multi-family residences, industrial and public lands, commercial and retail establishments, government office buildings, and private high-rise office towers.

The proposed Regional Connector 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 Eastside Extension, the Metro Blue Line, and the Metro Expo Line. 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 (Pasadena and Eastside) at the Little Tokyo/Arts District Station at 1st Street and Alameda Street. This connection would provide through service between the Metro Blue Line to Long Beach, the Metro Gold Line to Pasadena and East Los Angeles, and the Metro Expo Line to Culver City. With the implementation of the Regional Connector, these four lines would share tracks and stations in downtown Los Angeles.

The various alternatives to be considered for the Regional Connector generally traverse Flower Street north from 7th Street, 2nd Street between Figueroa and Alameda, Main and Los Angeles Streets between Temple Street and 2nd Street, Temple Street between City Hall and Alameda Street, and Alameda Street between US Highway 101 and 2nd Street.

PROJECT INITIATION: The Los Angeles County Metropolitan Transit Authority (LACMTA or Metro) and the Federal Transit Administration (FTA) will prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Regional Connector Transit Corridor pursuant to 23 U.S.C. 139 and the California Environmental Quality Act (CEQA). Metro is serving as the local lead agency for purposes of CEQA environmental clearance, and FTA is serving as the federal lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance. This notice shall alert interested parties to the preparation of the EIS/EIR, describe the alternatives under consideration, invite public participation in the EIS/EIR process, and announce the public scoping meetings. FTA and Metro will invite interested Federal, State, tribal, regional and local government agencies to be participating agencies under the provisions of Section 6002 of SAFETEA-LU.

PURPOSE AND NEED FOR THE PROJECT: 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 Eastside Extension, 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. Mobility issues throughout the region and the identified need to join the unconnected segments of the light rail system have been documented in several past studies, including the *Pasadena – Los Angeles Light Rail Transit Project Environmental Impact Report* (1993), the *Blue Line Connection Preliminary Planning Study* (1993), and the *Regional Light Rail Connector Study* (2004).

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.

ALTERNATIVES: The Regional Connector Transit Corridor Final Alternatives Analysis Report (2009) prepared by FTA and Metro identified four alternatives for further consideration in the EIS/EIR. The attached figures depict the No-Build, TSM, and two build alternatives proposed for further consideration. The four alternatives include:

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. 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 System 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 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, realign into a dual track configuration east of Los Angeles Street, and join the Metro Gold Line just north of the 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 automobile-train 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.

Underground Emphasis LRT Alternative: From the 7th Street/Metro Center Station, this alternative 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 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.

PROBABLE ENVIRONMENTAL EFFECTS: The purpose of this EIS/EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical,

human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation, land use, zoning and economic development, secondary development, land acquisition, displacements and relocations, cultural resources (including historical, archaeological, and paleontological resources), parklands/recreational facilities, neighborhood compatibility and environmental justice, visual and aesthetic impacts, natural resources (including air quality, noise and vibration, wetlands, water resources, geology/soils, and hazardous materials), energy use, safety and security, wildlife, and ecosystems. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

SCOPING MEETINGS: Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates: 1) Monday, March 30, 2009; 4:30 p.m. to 6 p.m.; at the University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 South Figueroa Street, Los Angeles, CA 90007; 2) Tuesday, March 31, 2009; 6:30 p.m. to 8 p.m.; at the Lake Avenue Church, 393 North Lake Avenue, Pasadena, CA, 91101; 3) Wednesday, April 1, 2009; 6:30 p.m. to 8 p.m.; at the Japanese American National Museum (JANM), 369 East 1st Street, Los Angeles, CA 90012; and 4) Thursday, April 2, 2009; Noon to 1:30 p.m.; at the Los Angeles Central Library, Board Room, 630 West 5th Street, Los Angeles, CA 90071. The project's purpose and need and the description of alternatives for the proposed project will be presented at these meetings. The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a translator or sign language interpreter, to participate in the scoping meeting should contact Ms. Ann Kerman, Community Relations Manager, Metro, at 213-922-7671, or kermana@metro.net.

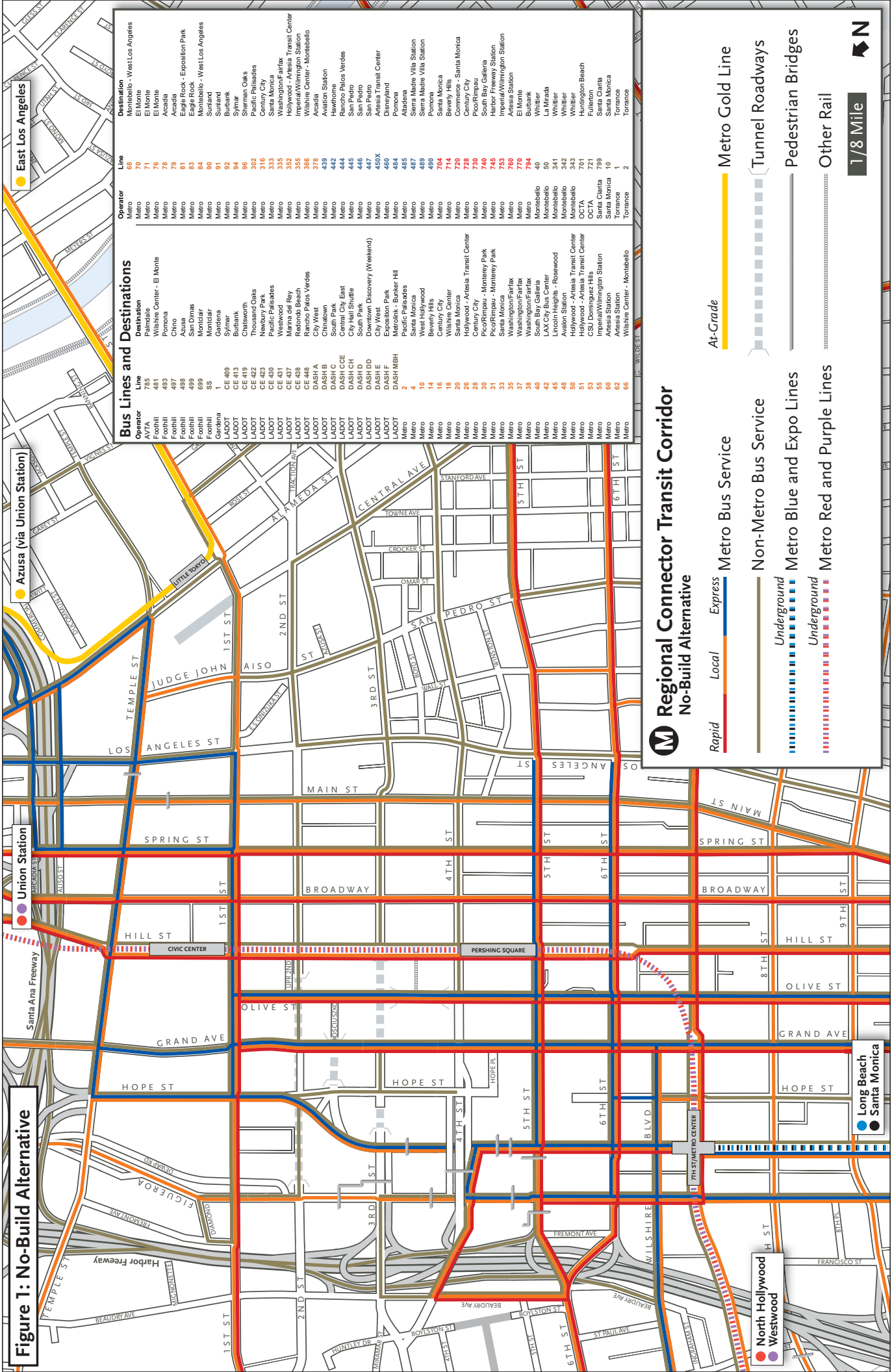
Scoping materials will be available at the meetings and on the Metro website (www.metro.net/regionalconnector). Paper copies of the scoping materials may also be obtained from Ms. Ann Kerman, Community Relations Manager, Metro, at 213-922-7671, or kermana@metro.net. An interagency scoping meeting will be held on Thursday, March 26 at 1:30 p.m. at Metro, in the Gateway Plaza Room, One Gateway Plaza, Los Angeles, CA 90012. Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

COMMENT DUE DATE: Written comments on the scope of the EIS/EIR, including the purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluation should be sent to Metro on or before May 11, 2009 at the address below.

ADDRESSES: Written comments should be sent to Ms. Dolores Roybal Saltarelli, AICP, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012, phone 213-922-3024, or e-mail roybald@metro.net. The locations of the scoping meetings are provided above, under SCOPING MEETINGS.

FOR FURTHER INFORMATION CONTACT: Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone 213-202-3950, e-mail ray.tellis@dot.gov.

Figure 1: No-Build Alternative



Bus Lines and Destinations

Operator	Line	Destination
AVTA	785	Panhandle
Foothill	483	Wilshire Center - El Monte
Foothill	487	Chino
Foothill	488	Azusa
Foothill	489	San Dimas
Foothill	689	Monterey Park
Foothill	SS	Monterey Park
LADOT	CE 400	Sunland
LADOT	CE 413	Chatsworth
LADOT	CE 419	Thousand Oaks
LADOT	CE 422	Newbury Park
LADOT	CE 423	Pacific Palisades
LADOT	CE 430	San Marcos
LADOT	CE 437	Marina del Rey
LADOT	CE 438	Redondo Beach
LADOT	CE 448	Rancho Palos Verdes
LADOT	DASH A	Chinatown
LADOT	DASH B	South Park
LADOT	DASH C	City Hall/Union Station
LADOT	DASH CH	City Hall/Union Station
LADOT	DASH DD	South Park
LADOT	DASH E	Downtown Discovery (Weekend)
LADOT	DASH F	Exposition Park
LADOT	DASH IMBH	Metrolink - Bunker Hill
Metro	4	Metrolink - Bunker Hill
Metro	10	West Hollywood
Metro	14	Beverly Hills
Metro	16	Wilshire Center
Metro	18	Santa Monica
Metro	20	Santa Monica
Metro	28	Century City
Metro	31	Pico/Rimpau - Monterey Park
Metro	33	Pico/Rimpau - Monterey Park
Metro	35	Washington/Fairfax
Metro	37	Washington/Fairfax
Metro	40	South Bay Galleria
Metro	42	South Bay Galleria
Metro	45	LAX City Bus Center
Metro	48	Lincoln Heights - Rosewood
Metro	50	Hollywood - Artesia Transit Center
Metro	53	Lincoln Heights - Rosewood
Metro	55	CSU Dominguez Hills
Metro	60	Imperial/Wilmington Station
Metro	62	Artesia Station
Metro	66	Wilshire Center - Montebello

Operator	Line	Destination
Metro	68	Montebello - West Los Angeles
Metro	70	El Monte
Metro	71	El Monte
Metro	76	El Monte
Metro	78	Academy
Metro	79	Academy
Metro	81	Edge Rock - Exposition Park
Metro	83	Eagle Rock
Metro	84	Montebello - West Los Angeles
Metro	90	Sunland
Metro	92	East Los Angeles
Metro	94	Sylmar
Metro	96	Sherman Oaks
Metro	302	Pacific Palisades
Metro	316	Century City
Metro	333	Santa Monica
Metro	339	Hollywood - Artesia Transit Center
Metro	352	Imperial/Wilmington Station
Metro	355	Imperial/Wilmington Station
Metro	366	Wilshire Center - Montebello
Metro	378	Academy
Metro	439	Aviation Station
Metro	442	Rawlston
Metro	444	Los Verdes
Metro	445	San Pedro
Metro	446	San Pedro
Metro	447	San Pedro
Metro	450X	Artesia Transit Center
Metro	460	Downtown
Metro	485	Pomona
Metro	487	Pomona
Metro	489	Sierra Madre Villa Station
Metro	490	Sierra Madre Villa Station
Metro	704	Santa Monica
Metro	714	Beverly Hills
Metro	728	Commercer - Santa Monica
Metro	730	Pico/Rimpau
Metro	738	Pico/Rimpau
Metro	740	Century City
Metro	745	South Bay Galleria
Metro	753	Harbor Freeway Station
Metro	769	Imperial/Wilmington Station
Metro	784	Artesia Station
Metro	784	Artesia Station
Metro	40	Whittier
Metro	50	La Mirada
Metro	341	Whittier
Metro	342	Whittier
Metro	343	Whittier
Metro	721	Fullerton
Metro	799	Santa Clara
Metro	10	Santa Monica
Torrance	1	Torrance
Torrance	2	Torrance

Regional Connector Transit Corridor No-Build Alternative

Legend:

- At-Grade:** Solid colored lines (Yellow, Orange, Blue, Red, Purple)
- Tunnel Roadways:** Dashed grey lines
- Pedestrian Bridges:** Dashed grey lines with vertical bars
- Other Rail:** Dotted lines
- Metro Gold Line:** Yellow line
- Metro Bus Service:** Orange line
- Non-Metro Bus Service:** Grey line
- Metro Blue and Expo Lines:** Blue line
- Metro Red and Purple Lines:** Red and Purple lines

Line Styles:

- Rapid:** Solid line
- Local:** Dotted line
- Express:** Dashed line

Underground: Dotted lines (Blue, Red, Purple)

Scale: 1/8 Mile

North Arrow: N

● East Los Angeles

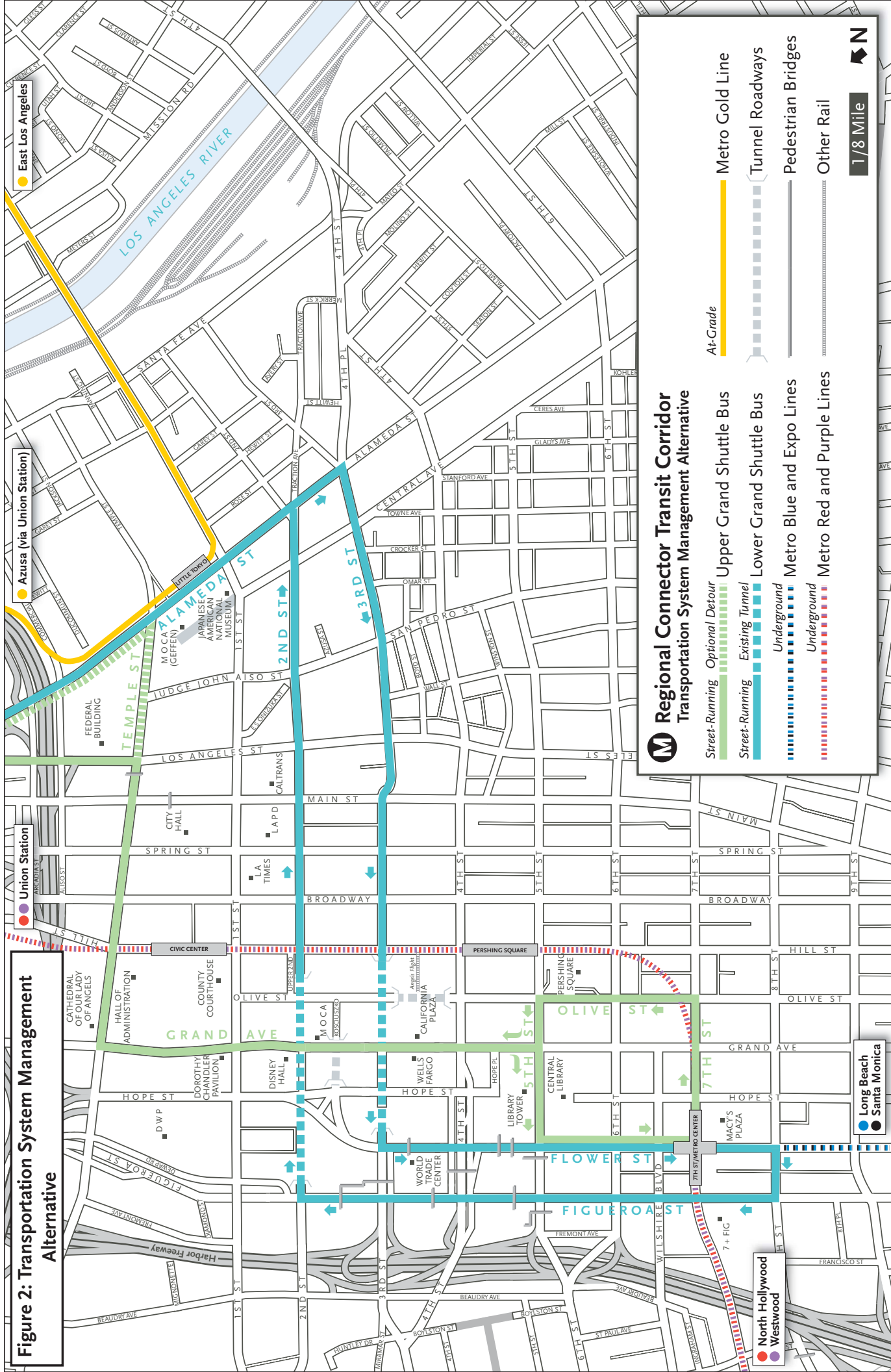
● Azusa (via Union Station)

● Union Station

● Long Beach
● Santa Monica

● North Hollywood
● Westwood

Figure 2: Transportation System Management Alternative



M Regional Connector Transit Corridor Transportation System Management Alternative

- Street-Running ▬ Optional Detour ▬
- Street-Running ▬ Existing Tunnel ▬
- ▬ Underground ▬
- ▬ Underground ▬
- Street-Running ▬ Upper Grand Shuttle Bus ▬
- Street-Running ▬ Lower Grand Shuttle Bus ▬
- ▬ Metro Blue and Expo Lines ▬
- ▬ Metro Red and Purple Lines ▬
- At-Grade ▬ Metro Gold Line ▬
- ▬ Tunnel Roadways ▬
- ▬ Pedestrian Bridges ▬
- ▬ Other Rail ▬

1/8 Mile

East Los Angeles

Azusa (via Union Station)

Union Station

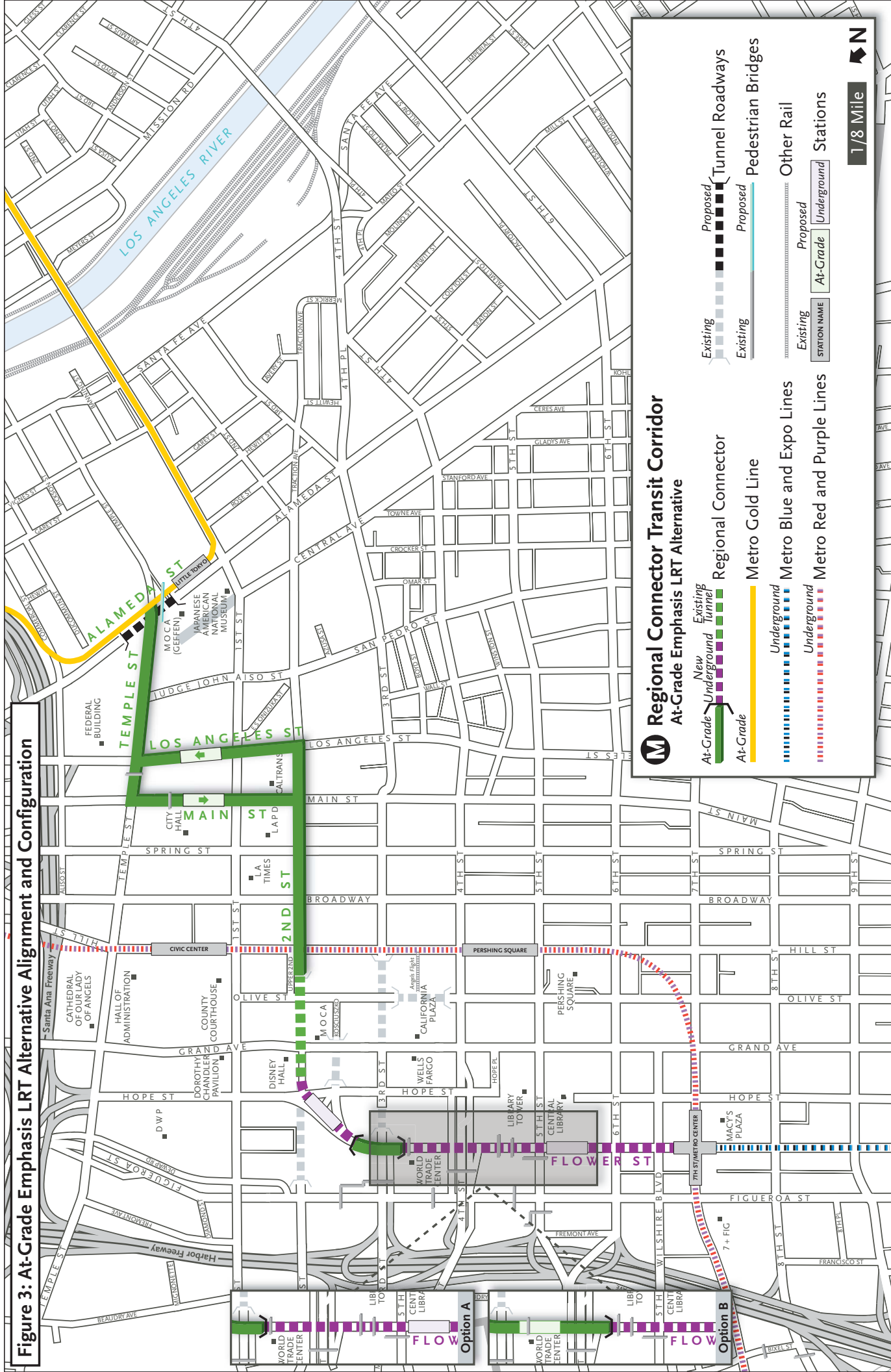
North Hollywood

Westwood

Long Beach

Santa Monica

Figure 3: At-Grade Emphasis LRT Alternative Alignment and Configuration



M Regional Connector Transit Corridor
At-Grade Emphasis LRT Alternative

- Existing Tunnel Roadways
- Proposed Tunnel Roadways
- Existing Pedestrian Bridges
- Proposed Pedestrian Bridges
- Existing Other Rail
- Proposed Other Rail
- Existing Stations
- Proposed Stations
- At-Grade
- Underground
- Underground Tunnel
- Regional Connector
- Metro Gold Line
- Metro Blue and Expo Lines
- Metro Red and Purple Lines

1/8 Mile

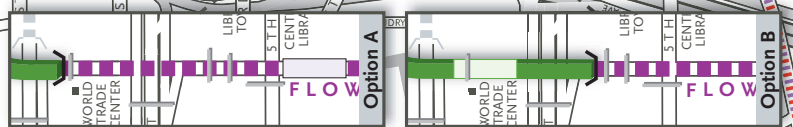
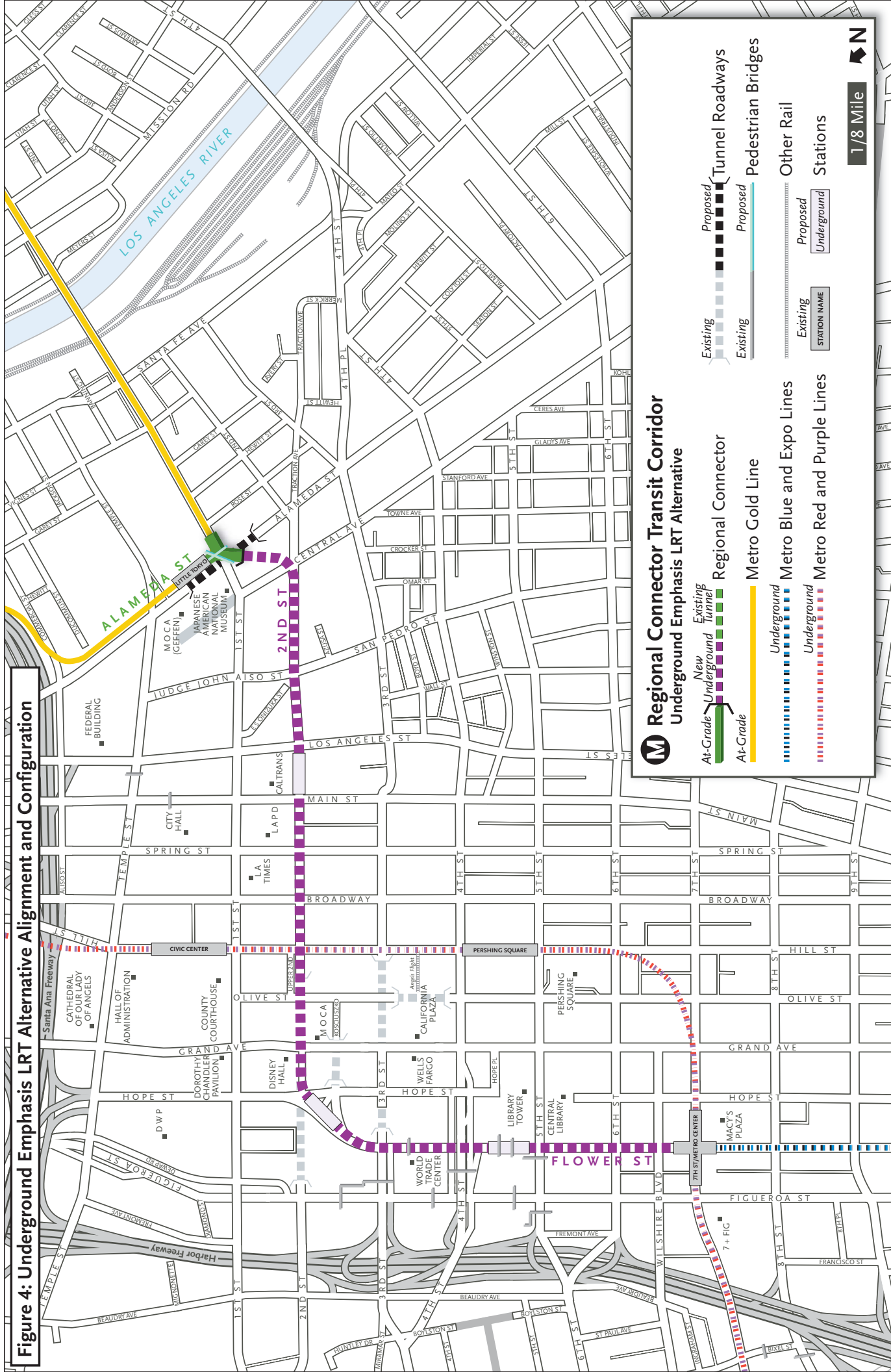


Figure 4: Underground Emphasis LRT Alternative Alignment and Configuration



Appendix E

Newspaper Publications of Legal Notices

This information is available from Metro upon request.

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Appendix F
Agency List

This information is available from Metro upon request.
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Appendix G
Participating Agencies

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

Participating Agencies

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

Appendix H

Invitation Letters

Mr. _____
Title
Agency
Address
City, CA 90zip

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

Dear Mr. _____ :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Roger Snoble

LACMTA CEO

Enclosure (1):

1. Scoping Information Packet/Schedule

cc: Federal Transit Administration

Mr. _____
Title
Agency
Address
City, CA 90zip

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Regional Connector Transit Corridor Project

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

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

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Sincerely,

Roger Snoble

LACMTA CEO

Enclosure (1):

1. Scoping Information Packet/Schedule

cc: Federal Transit Administration

Appendix I
Agency Sign In Sheet

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

Appendix J
Agency Scoping Transcript

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BEFORE THE

METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Thursday, March 26, 2009

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

24

25 Job No. :
B1346NCO

1

BEFORE THE

2

METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

3

4

5

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

8)

9 REGIONAL CONNECTOR TRANSIT CORRIDOR)

9 PROJECT DRAFT ENVIRONMENTAL IMPACT)

10 STATEMENT/DRAFT ENVIRONMENTAL)

10 IMPACT REPORT)

11 -----)

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

1 APPEARANCES:

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

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3	Question/Answer Session	5
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1 Los Angeles, California, Thursday, March 26, 2009

2 1:30 p.m.

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5 QUESTION/ANSWER SESSION

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

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

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

9 direction? There's --

10 MS. SALTARELLI: Right.

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

13 MS. SALTARELLI: Correct.

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

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

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

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

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

25 MR. BLAIR: City and private.

1 MR. TRAN: City and private?

2 MR. SOSA: That Metro has so far.

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

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

8 MR. TRAN: Curtis Tran.

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

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

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

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

23 We have shown them and presented them at the

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

7

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

3 MR. JENKINS: This is Tom Jenkins.

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

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

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

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

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

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

19 MR. GIBBS: I just wanted --

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

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

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

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

8

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

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

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

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

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

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

25 Both of these alternatives, the at-grade and

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

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

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

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

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

19 MR. ALLEN: Okay.

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

22 MR. ALLEN: Absolutely.

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

10

1 MR. ALLEN: Oh, good.

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

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

9 Sorry. I get excited.

10 MS. SALTARELLI: Comments?

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

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

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

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

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

11

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

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

5 expand on that.

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

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

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

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

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

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

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

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

9 MR. SOSA: Yeah.

10 MS. SALTARELLI: Yes.

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

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

13

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

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

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

13 MR. JENKINS: Yeah.

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

19 MR. SOSA: Yeah. Yes. Absolutely.

20 MR. JENKINS: Yes.

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

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

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

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

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

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

10 MR. JENKINS: 40 to 50.

11 MR. ROY: 40 feet.

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

13 MR. ROY: Gyrish Roy from Metro.

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

18 MS. SALTARELLI: Yes.

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

21 MS. SALTARELLI: No.

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

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

25 intersection where you're going to have the two

15

1 alignments meet?

2 MS. SALTARELLI: At First and Alameda?

3 MR. SOSA: For the underground?

4 MR. ALLEN: Yes.

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

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

8 MS. SALTARELLI: Sure.

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

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

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

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

16

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

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

7 MR. SOSA: Which lot is that?

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

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

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

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

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

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

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

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

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

16 MS. SALTARELLI: Uh-huh.

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

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

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

18

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

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

11 MS. SALTARELLI: Yes.

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

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

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

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

19

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

6 with the transfer issues.

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

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

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

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

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

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

20 a train coming through Downtown.

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

21

1 MS. SALTARELLI: No.

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

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

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

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

12 MR. JENKINS: No.

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

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

15 MR. GREIN: I'm confused.

16 MR. JENKINS: -- you would not be able to go to Union
17 Station, coming from the Eastside, in this concept.

18 MR. BLAIR: I think, George -- if I can, whatever
19 we're operating today, once the original connector is in,
20 it will operate differently.

21 MR. JENKINS: It will operate differently.

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

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

24 MR. GREIN: And I'm familiar with the system and I'm
25 confused, 'cause I don't know how they're going to do

22

1 that connection.

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

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

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

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

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

25 The huge advantage that has been mentioned, this

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

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

16 Any other questions?

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

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

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

24

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

2 So thank you very much.

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

4

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Appendix K

Notification Database

100 Black Men of LA
1010 Development Corporation
330 Alameda LLC
953 Associates LLC
A Range Ments Special Event
Planning
ABC's 123
Access Services Inc.
Advanced Investment Group
Advanced Parking Systems
Advisory Council on Historic
Preservation
AFSCME
Alameda Corridor Jobs Coalition
Aldaron: Inc.
Aldaron: Inc.
Altadena Senior Center
American Holiday Travel
American Lung Cancer
Association
AMTRAK
Angelenic
Anschutz Entertainment Group
APT Parking Technologies
Architecture Tours Los Angeles
Arnie Berghoff & Associates
Artisan on Second Management
Office
Asian American Architects &
Eng.
Automobile Club of Southern
California
Avalon Gardens
Backstage 21 / May 15
Banerjee & Associates
Bank of the West
Barker Block Management
Office
Barrio Planners: Inc.
Bethesda Missionary Baptist
Beulah Baptist
Bikestation Coalition
Biscuit Company Lofts
Management Office
Black Business Association of LA
Black Women's Forum
BNSF Railway
Bonaventure
Bradley Multipurpose Center
Breathe California of Los
Angeles County
Brookfield Properties
Corporation

Brotherhood Crusade
Bruins for Transit
Building LLC Binford
Building Owners and
Management Association
Bunker Hill Towers
Management Office
Burke, Williams, & Sorensen
Bus Riders Union
CAKCO Management
California Bank & Trust
California Coastal Commission
California Community
Economic Development
Association
California Endowment
California High-Speed Rail
Authority
California Hospital
California League of
Conservation Voters
CALPIRG/Environment
California
Calstart
Cambodian American Chamber
of Commerce
Cameo Woods Homeowners
Association
Carpenters-Contractors
Cooperation Committee
Carson Chamber of Commerce
Casa Heiwa Tenants Council
Catellus Development
Corporation
Cathedral of Our Lady of the
Angels
CB Richard/Ellis
Centenary Church
Center for the Study of Los
Angeles
Central City Association of Los
Angeles
Central City East Association
Cherrywood Ave Block Club
Chow Mark & N Trust
Christ Unity
Cinema Properties Group
Citibank
Citizens United to Save South
Pasadena
City of Carson
City of Commerce
City of Commerce

City of Commerce Industrial
Council
City of Commerce Municipal
Bus Lines
City of Compton
City of Culver City
City of Culver City Engineering:
Department of Public Works
City of Culver City: Culver City
Bus
City of Culver City: Department
of Public Works
City of El Monte
City of Gardena
City of Huntington Park
City of Industry
City of Long Beach
City of Long Beach: Traffic &
Transportation Bureau
City of Long Beach: Transit
City of Los Angeles
City of Los Angeles: City
Council: District 2
City of Los Angeles: City
Council: District 5
City of Los Angeles: City
Planning
City of Los Angeles: Community
Development
City of Los Angeles: Community
Redevelopment Agency
City of Los Angeles: Cultural
Affairs
City of Los Angeles: Department
of Engineering
City of Los Angeles: Department
of Neighborhood Impoverment
City of Los Angeles: Department
of Planning
City of Los Angeles: Department
of Public Works: Bureau of
Engineering: Bridge
Improvement Program
City of Los Angeles: Department
of Public Works: Bureau of
Street Sertices
City of Los Angeles: Department
of Transportation
City of Los Angeles: Department
of Transportation: ATSAC
City of Los Angeles: Department
of Transportation: Bike Program

City of Los Angeles: Department of Water and Power
City of Los Angeles: Emergency Preparedness
City of Los Angeles: Environmental Affairs Department
City of Los Angeles: Fire Department
City of Los Angeles: Office of Council President Eric Garcetti
City of Los Angeles: Office of Councilmember Bernard Parks
City of Los Angeles: Office of Councilmember Bill Rosendahl
City of Los Angeles: Office of Councilmember Dennis Zine
City of Los Angeles: Office of Councilmember Ed Reyes
City of Los Angeles: Office of Councilmember Greg Smith
City of Los Angeles: Office of Councilmember Herb Wesson
City of Los Angeles: Office of Councilmember Jan Perry
City of Los Angeles: Office of Councilmember Janice Hahn
City of Los Angeles: Office of Councilmember Jose Huizar
City of Los Angeles: Office of Councilmember Richard Alarcón
City of Los Angeles: Office of Councilmember Tom LaBonge
City of Los Angeles: Office of Councilmember Tony Cardenas
City of Los Angeles: Office of the Mayor
City of Los Angeles: Parks and Recreation
City of Los Angeles: Police Department
City of Los Angeles: Public Works
City of Lynwood
City of Monterey Park
City of Norwalk
City of Pasadena
City of San Marino
City of Signal Hill
City of South Gate
City of South Pasadena
City of Vernon

Civic Alliance c/o Manatt Phelps & Phillips: LLP
Coalition for Clean Air
Coalition for Clean and Safe Ports
Coalition for Humane Immigrant Rights of Los Angeles
Colfax Consulting
Communities for a Better Environment
Communities for Clean Ports
Community Health Council
Compton Chamber of Commerce
Compton Latino Chamber of Commerce
Concerned Citizens of South Central Los Angeles
Consensus Planning Group
Consensus Planning Group
Consulate General of Japan at Los Angeles
Copy Best: Inc.
Cornerstone Theater Company
CORO
County of Los Angeles Department of Public Works
County of Los Angeles Regional Planning
Crain & Associates
Crenshaw Chamber of Commerce
Crenshaw Christian Center
Crenshaw Economic Development Department
Culver City Chamber of Commerce
Curry Temple Community Development Corporation
Dakota Communications
Davis Christian
Debbie's Day Care
Debris Free: Inc.
Diverse Strategies
Downtown Women's Center
East Los Angeles Chamber of Commerce
East Los Angeles Remarkable Citizens' Association, Inc.
East West Development Corporation

East West Eye Institute Third Street Medical Building
East West Players
East Yard Communities for Environmental Justice
Edison
Electric Railway Historical Association
Elizabeth Peterson Group: Inc.
Emerson & Associates
Emi Yamaki: K. Shishido
Empowerment Congress
Central Area Neighborhood Development Congress
Empowerment Congress South West Neighborhood Development Congress
Empowerment Congress West Neighborhood Development Council
Endangered Habitats League
Engineers & Architects IUPA 8000
Environmental Defense
Equity Office
Ethnic Coalition
Euclid Avenue Elementary School
Evergreen Academy
Evergreen Avenue Elementary School
Exposition Construction Authority
Factory Place Lofts
Management Office
Fair Housing Foundation
Fair Housing Foundation
FAME Renaissance Program
Fansteel Inc
Far East Café Management Office
Fashion Institute of Design & Merchandising
Fifth Street Dicks Coffee House
Figueroa Corridor Partnership
Film L. A. Inc.
Film This!
First AME Church
First Street Elementary School
First Street South Plaza
First United Methodist Church of Los Angeles
Flanigan Farms

Foc Electronics Inc
Ford Boulevard Elementary School
Fourth Street Elementary School
Frank D. Lanterman Regional Center
Freda Mohr Multiservice Center - JFS
Friedman Bag Company
Friedman Occupational Center - LAUSD
Friends of the Little Tokyo Library
Friends of the Los Angeles River
Fukui Mortuary
Gabrielino Tongva Indians of California Tribal Council
Garboard/Keelson Asset and Property Management Company
Garfield High School
Gascon Elementary School
Gateway to Los Angeles Business Improvement District
Gilmore Associates
Go for Broke National Education Center
Gonzague Village
Grand Avenue Medical Joint Venture
Grand Tower Management Office
Greater Leimert Park Village/Crenshaw Corridor BID
Greater Los Angeles African American Chamber of Commerce
Greater Los Angeles African American Chamber of Commerce
Green Tech Coast, LLC
Griffith Middle School
Groundwork Café
Grubb & Ellis Management Services
GVA Charles Dunn
GVA Daum
Hacienda La Puente Unified School District
Hamasaki Elementary School
Hammel Street Elementary School
Happy Day, Inc.

Harrison Elementary School
Hewitt St Lofts Management Office
Higashi Honganji Buddhist Temple
Higgins Building Homeowners Association
Hikari Management Office
Hillcrest Elementary School
Hilton Checkers
Hiroshima Kenjinkai Of Southern California
Historic Cultural Neighborhood Council
HNTB Corporation
Hollenbeck Middle School
Hollenbeck Police Station
Hollywood Business Improvement District
Hollywood Chamber of Commerce
HomeBoy Industries
Honda Plaza Merchants
Hotel Llc Sogo
House of Trophies
Housing Authority of Los Angeles
Humphreys Avenue Elementary School
Huntington Park Chamber of Commerce
Imperial Courts
Industry Manufacturers Council (Chamber)
Infinity Insurance/Staff Counsel
International Brotherhood of Teamsters
International Enterprise Singapore
Itsuo & Fusako Tachibana
J-Town Voice
J-Town Voice
J-Town Voice
Japan America Television: Inc.
Japan Exposition Foundation
Japan Travel Bureau Intl Inc
Japanese American Citizens League - Pacific Southwest District
Japanese American Community Services
Japanese American Cultural & Community Center

Japanese American National Museum
Japanese American Optimist Club
Japanese Chamber of Commerce of Southern California
Japanese Community Pioneer Center
Japanese Evangelical Missionary Society
Japanese Village Plaza Tenant Association
Japanese Women's Society of Southern California
Jeffer Mangels Butler and Marmaro
Jeffer Mangels Butler and Marmaro
Jodoshu N.A. Buddhist Missions
Jones Lang LaSalle
Kaiser Permanente
Kaiser Permanente: Public Affairs
Kaji & Associates
Katz Fram and Company
Keiro Sr. Health Care
Keller Williams Beverly Hills Commercial
Kennedy Elementary School
Kimota Photomart
King Taco
Koraku
Korean Business & Professional Women's Association
Korean Resource Center
Korean-American Coalition
Koreatown Youth & Community Center
Kosmont Companies
Koyasan Buddhist Temple
Kumamoto Associates
LA ArtCore
LA City/County Native American Indian Committee
LA OPERA
Labor/Community Strategy Center
Lafayette Square
Laguna Nueva Elementary School
Lane Elementary School

Larchmont Boulevard
Association
Latham & Watkins
LBA Realty
Leadership Education for Asian
Pacific: Inc.
Lee Andrews Group
Legal Aid Foundation of Los
Angeles
Leimert Park Village Farmers
Market
Little Tokyo Branch Library
Little Tokyo Business
Association
Little Tokyo Community Council
Little Tokyo Lions Club
Little Tokyo Public Safety
Association
Little Tokyo Recreation Center
Little Tokyo Service Center
Community Development
Corporation
Little Tokyo Service Center
Little Tokyo Towers Residents
Council
Loft Appeal
Lofts at the Security Building
Management Office
Long Beach Alliance for
Children with Asthma
Long Beach Area Chamber of
Commerce
Long Beach Area Convention
and Visitors Bureau
Long Beach City College
Long Beach Community Partner
Council
Lorena Street Elementary
School
Los Angeles Alliance for a New
Economy
Los Angeles Area Chamber of
Commerce
Los Angeles Business Council
Los Angeles Community College
District
Los Angeles Convention Center
Los Angeles Council of Black
Professional Engineers
Los Angeles County
Los Angeles County Bicycle
Coalition

Los Angeles County
Department of Public Health
Los Angeles County
Department of Social Services
Los Angeles County Fire
Department
Los Angeles County Health
Services Administraton
Los Angeles County Museum of
Art
Los Angeles County Office of
Education
Los Angeles County Sheriff's
Department
Los Angeles County: Office of
Mark Ridley-Thomas
Los Angeles County: Office of
Supervisor Don Knabe
Los Angeles County: Office of
Supervisor Gloria Molina
Los Angeles County: Office of
Supervisor Michael Antonovich
Los Angeles County: Office of
Supervisor Zev Yaroslavsky
Los Angeles Economic
Development Council
Los Angeles Fashion District
Los Angeles Gay & Lesbian
Center
Los Angeles Hompa Hongwanji
Buddhist Temple
Los Angeles Housing
Department
Los Angeles Junior Chamber of
Commerce
Los Angeles League of
Conservation Voters
Los Angeles LIVE
Los Angeles Metropolitan
Hispanic Chambers of
Commerce
Los Angeles Music & Art School
Los Angeles Neighborhood
Initiative (LANI)
Los Angeles Regional Water
Quality Control Board
Los Angeles Sentinel
Los Angeles Sentinel
Los Angeles Theatre
Los Angeles Tofu Festival
Los Angeles Trade Tech College
Los Angeles Unified School
District

Los Angeles Urban League
Los Angeles Visitors and
Conventions Bureau
Los Angeles World Airports
Los Angeles World Airports
Government Affairs
Lost Souls
Love of God Missionary
Lowe International
Loyola Law School
LTSS - (Jewish Family Services)
Lynwood Chamber of
Commerce
M. Okamoto & Associates Inc.
Macy Intermediate
Madres del Este de Los Angeles
Santa Isabel
Maguire Properties
Majestic Realty
Makoto America Inc
Malabar Street Elementary
School
Manufacturers Bank
Manulife Financial
Mar Vista Gardens
Marianna Avenue Elementary
School
Martin Building Company
Mary's Child Care
Maryknoll Japanese Catholic
Center
Masayuki & Taka Ohashi
Mayer: Brown: Rowe & Maw
LLP
Mayzels Chiropractic Clinic: Inc.
Meher Montessori School
Melendrez
Meruelo Maddox Properties
Met Lofts Management Office
Metro
Metro
Metro: Board of Directors
Metropolitan Water District of
Southern California
Mexican American Health and
Educational Services
Meyers Mohaddes & Associates
Milbank Real Estate Services
Miracle Baptist
Mitsuru Sushi & Grill
Miyako Gardens Tenant Council
Miyako Hotel Los Angeles
Mobility 21

MOCA - Geffen Contemporary
Montakan Mathiyakom
Montebello Park Elementary
School
Monterey High School
Monterey Highlands Elementary
School
Monterey Park Chamber of
Commerce
Monterey Park Hospital
Monterey Vista Elementary
School
Moore: Iacofano & Goltsman
Morlin Asset Management
Morlin Asset Management
Mothers of East Los Angeles
Mt Olive Second Missionary
Mura Management Office
Museum Tower Management
Office
Muslim Public Affairs Councils
Mutual Trading Co Inc
MV Child Care
Nanka Kenjinkai Kyogikai
National Association for the
Advancement of Colored People
National Council-Negro Women
National Marine Fisheries
Neighborhood Music School
Association
Network Public Affairs
New Avenue School
New Jerusalem
Nickerson Gardens
Nikkei Bridge
Nikkei for Civil Rights and
Redress
Nisei Week
Nishi Hongwanji Buddhist
Temple
Obayashi Corporation OC
America Construction: Inc.
Office of Clients' Rights
Advocacy Protecting &
Advocacy Inc
Operation Hope
Orpheum Lofts Management
Office
Our Lady of Guadalupe
Elementary School
Our Lady of Lourdes Parish
Our Lady of Lourdes School
Our Lady of Soledad School

Our Lady of Talpa Elementary
School
P T C Partnership
Pacific Commerce Bank
Pacific Electric Management
Office
Payne & Fears LLP
Pegasus Management Office
People Coordinated Services
Phoenix Realty Partners
Physicians for Social
Responsibility - Los Angeles
Pico Gardens
Pico Neighborhood Council
Pilgrim Tower North
Pitfire Pizza
Plains All American Pipeline:
L.P.
Planning Company Associates
Port of Long Beach
Prayer Assembly COGIC
Pride at Work: LA Chapter
Program in American Studies &
Ethnicity College of Letters: Arts
& Sciences
Project Amiga
Promenade West Management
Office
Pueblo del Rio
Puente Learning Center
Rafu Shimpo
Ramona Gardens
Raw Inspiration Inc.
Reason Foundation
Reconnecting America/Subway
to the Sea Coalition
Repetto Elementary School
Resurrection Elementary School
Rico Suave Productions
RNL Design
Roger Williams Baptist
Roosevelt High School
Rose Hills Court
Rosewood Park Elementary
School
Rowan Avenue Elementary
School
Safe Cycling
Saint Thomas Aquinas
Elementary School
San Antonio De Padua
Elementary School
San Gabriel Valley COG

San Gabriel Valley Journal
San Pedro Firm Building
Tenants Council
Santa Isabel Elementary School
Santa Teresita Elementary
School
Santee Court Management
Office
Save Leimert
Savoy Management Office
SB Manhattan Management
Office
SCI-ARC Architectural College
SCLARC Education
Empowerment Program
SCRRA/Metrolink
Second Street Elementary
School
Senior Sites
Senka International Inc
Share Los Angeles Art
Sheridan Street Elementary
School
Shrine Auditorium
Sierra Club
Sierra Club Ageles Chapter -
Harbor Vision Task Force
Sierra Club: Angeles Chapter
Signal Hill Chamber of
Commerce
Skid Row Housing Trust
So Cal Gardeners Federation
Songs of the Cross Temple
Soto Mission Zenshuji
Soto Street Elementary School
South Alameda Properties Inc
South Central Multi Purpose
Center
South Coast Air Quality
Management District
South Coast Interfaith Council
South Gate Chamber of
Commerce
South Park Stakeholders
Southern California Association
of Governments
Southern California Gas
Company
Southern California General
Contractors
Southern California Transit
Advocates

Southern Christian Leadership Conference LA
Southwestern School of Law
St Mary Tower
St. Alphonsus Elementary School
St. Francis Center
St. Mary Elementary School
St. Stephens Martyr School
St. Vincent Medical Center
State Board of Mining and Geology
State Farm
State of California: Air Resources Board
State of California: Department of Conservation
State of California: Department of Fish and Game
State of California: Department of Forestry & Fire Protection
State of California: Department of Housing and Community Development
State of California: Department of Parks and Recreation
State of California: Department of Toxic Substances Control
State of California: Department of Water Resources
State of California: Energy Commission
State of California: Environmental Protection Agency
State of California: Health & Human Services
State of California: Highway Patrol
State of California: Los Angeles Regional Water Quality Control Board
State of California: Native American Heritage Commission
State of California: Office of Emergency Services
State of California: Office of Governor Arnold Schwarzenegger
State of California: Office of Historic Preservation
State of California: Public Utilities Commission

State of California: State Assembly
State of California: State Clearinghouse
State of California: State Lands Commission
State of California: State Senate
State of California: State University Long Beach
State of California: Transportation (Caltrans): District 7
State of California: Transportation (Caltrans): Division of Transportation Planning
State of California: Transportation (Caltrans): Office of Environmental Analysis
State of California: Transportation Commission
State Senator Gloria Romero
Stevenson Middle School
Stonefield Josephson: Inc. Strategic Planning/Access Services
Strategy Workshop: Inc.
STS-Round Table Members
Stuart Ketchum YMCA
Sunrise Elementary School
Sushi Gen
System Metrics Group: Inc.
Taira Services Corp.
TCI Leasing
Team CFO
Ted Tokio Tanaka Architects
Teramachi Housing
The Bakewell Company
The California Endowment
The Chicago School
The Fashion Institute
The Festival Companies (Baldwin Hills Crenshaw Plaza)
The Home Depot
The Interfaith Environment Council
The Kor Group
The Loft Exchange
The Music Center
The New Otani Hotel
The Oldtimers Foundation

The Related Companies of California
The Robert Group
The Standard Hotel
The Transit Coalition/Friends of the Green Line
Thomas Properties Group
Tokyo Cleaners
Tokyo Villa Tenants Association
TransCore
Transit Coalition
Transit Coalition & Westside/Central Governance Council
Transportation & Land Use Collaborative
Transportation Foundation of LA
Transportation Management Services
Transportation Security Administration
Tri Modal Express
Trust for Public Lands
UCLA Government & Community Relations
UCLA Institute of the Environment
UCLA Nikkei Student Union
UCLA Transportation Services
Union Bank of California
Union Church of Los Angeles
Union De Vecinos
Union Pacific Railroad
Union Rescue Mission
United Gospel
United Homeowners Association of Crenshaw
United Neighborhoods of Historic Arlington Heights:
West Adams & Jefferson Park Communities
United States: Army Corps of Engineers
United States: Department of Defense
United States: Department of Energy
United States: Department of Health and Human Services
United States: Department of Housing and Urban Development

United States: Department of Justice
United States: Department of the Interior
United States: Environmental Protection Agency
United States: Federal Aviation Administration
United States: Federal Railroad Administration
United States: Federal Transportation Administration
United States: Fish and Wildlife Service
United States: House of Congressman Henry Waxman
United States: House of Congresswoman Diane Watson
United States: House of Congresswoman Maxine Waters
United States: Office of Congressman Adam Schiff
United States: Office of Congresswoman Lucille Roybal-Allard
United States: Office of Senator Barbara Boxer
United States: Office of Senator Diane Feinstein
University of California: Los Angeles Transportation

University of Southern California
University of Southern California School of Policy, Planning and Development
University of Southern California Keck School of Medicine
Urban Design Technology
Strategic Planning
Urban Foundation
Urban Land Institute LA
Urban Partners
US Bank
US Department of Commerce
US Environmental Protection Agency
Uyeda S K Investment Corp
Valencia, Perez & Echeveste
Vernon Chamber of Commerce
Village Green Owners Association
Visual Communications
Volk Properties
Walmart
Watson Land Company
Watts Community Housing Corporation
Watts Towers Arts Center
Weingart Center
Wesley United Methodist

West Angeles Church
West Angeles Community Development Corporation
West Los Angeles Chamber of Commerce
West Los Angeles College
Westchester Playa Del Rey Neighborhood Council
Westfield Fox Hills Mall
Westside Center for Independent Living
Westside Cities Council of Governements
Westside/Central Governance Council
White Memorial Medical Center
William Mead Homes
Wilshire Center-Koreatown Neighborhood Council
Windsor Square Association
Winter Gardens Elementary School
WOW Productions
Wyndham Commerce Hotel
Yamato Travel Bureau
Ynez Elementary School
Young Communications Group: Inc.
Zenshuji Soto Mission

Appendix L
Direct Mail Scoping Letter

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Appendix M
“Take Ones”

This information is available from Metro upon request.
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Appendix N
Electronic Meeting Notice

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Appendix O
Newspaper Advertisements

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Appendix P
Public Scoping Meeting #1 Sign In Sheet

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Appendix Q
Public Scoping Meeting #2 Sign In Sheet

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Appendix R
Public Scoping Meeting #3 Sign In Sheet

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Appendix S
Public Scoping Meeting #4 Sign In Sheet

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Appendix T
Meeting Boards and Scoping Packet

Welcome!

Thank you for attending this public scoping meeting for the Regional Connector Transit Corridor project. The public scoping meetings start the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) process.

Agenda

- **Open House – 20 Minutes**
- **Formal Presentation – 20 Minutes**
- **Public Comment Period – 60 Minutes**

Project Purpose

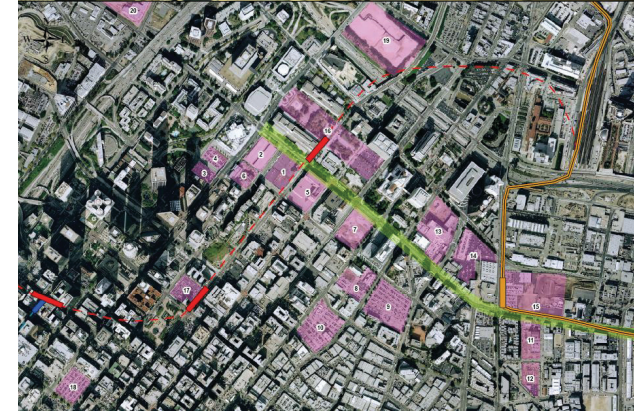
The project purpose is to improve the region's public transit service and mobility by providing a connection through downtown Los Angeles that links the region via the Metro Gold Line to Pasadena and East Los Angeles, Metro Blue Line to Long Beach, and Metro Expo line to Culver City.

- Support Community Planning Efforts
- Public Involvement and Community
- Improve Local and Regional Mobility and Accessibility
- Provide a Cost Effective Transportation Alternative
- Provide a Financially Feasible Project
- Provide a Safe and Secure Transportation Alternative



Project Need

- Multiple transfers to travel across downtown result in overcrowding at stations and increased travel times
- Project area has many transit-dependent residents
- As the Metro Expo Line and Metro Gold Line Eastside Extension are completed, the lack of regional connectivity may result in reduced schedule reliability
- Improved system-wide operations could result in improved travel times and safety throughout the entire system
- Employment & residential growth and traffic congestion in the region expected to increase over the next 20 years



Environmental Issues to be Analyzed

The purpose of the DEIS/DEIR is to study the potential effects of the construction and operation of the proposed project alternatives. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

- Traffic, Transit & Parking
- Visual & Aesthetics
- Air Quality
- Cultural/Historic Resources
- Safety & Security
- Geology & Soils (Subsurface & Seismic)
- Water Resources
- Biological Resources
- Noise & Vibration
- Energy Use
- Hazardous Materials
- Parks & Other Community Facilities
- Land Use
- Displacement/Relocation of Uses
- Community Impacts
- Economic Development
- Fiscal Impacts
- Environmental Justice
- Growth Inducing Impacts











Mode: Light Rail Transit (LRT)

- At grade, below grade
- Exclusive lane
- Overhead electrical power
- Up to 55 mph/up to 35 mph or posted speed if street running
- Up to 3 cars/train
- Up to 500 passengers/train
- Approximately one mile station spacing (closer in urban areas)
- Approximately 270-foot long high platform stations

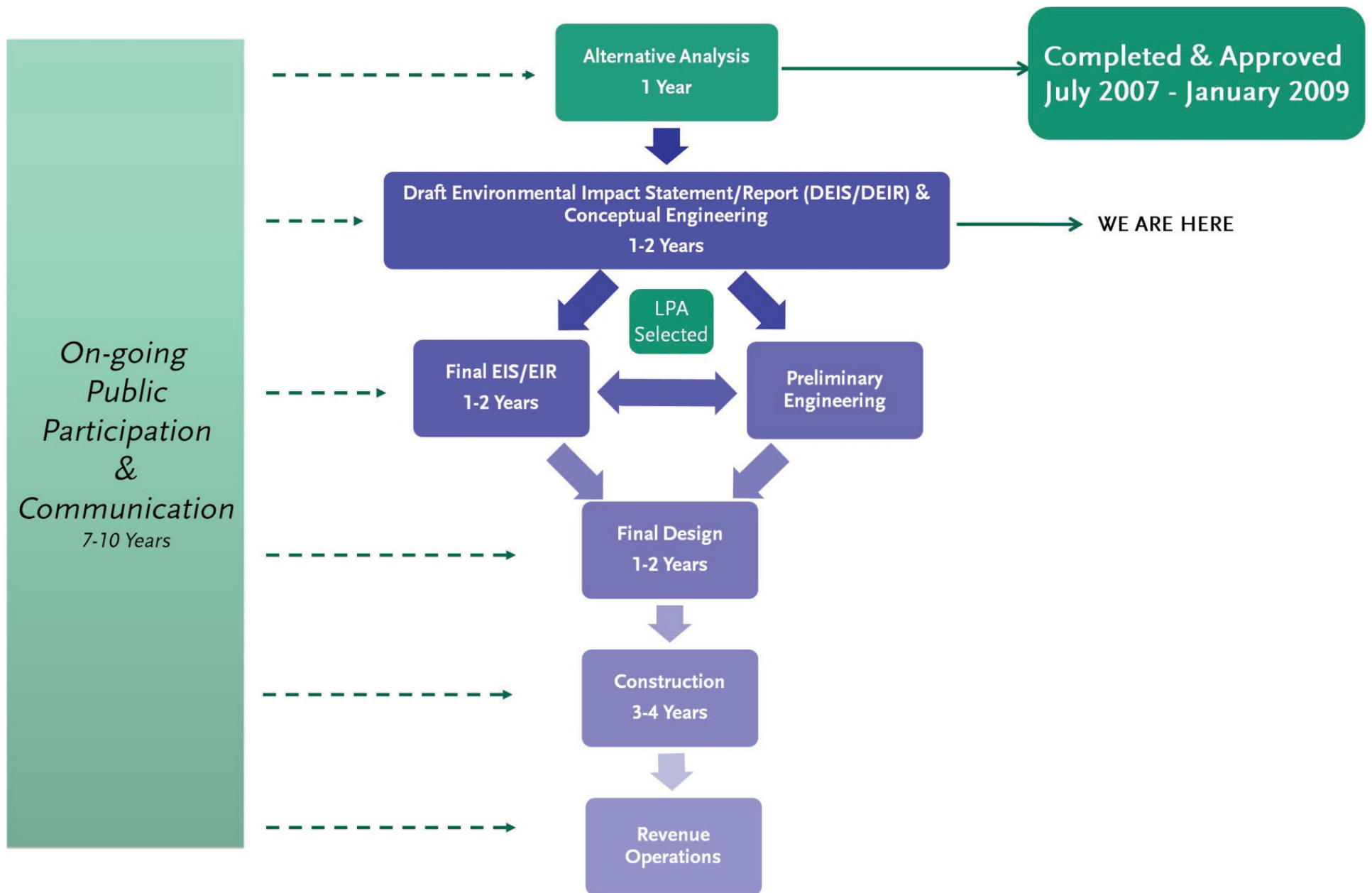


Environmental Review Schedule

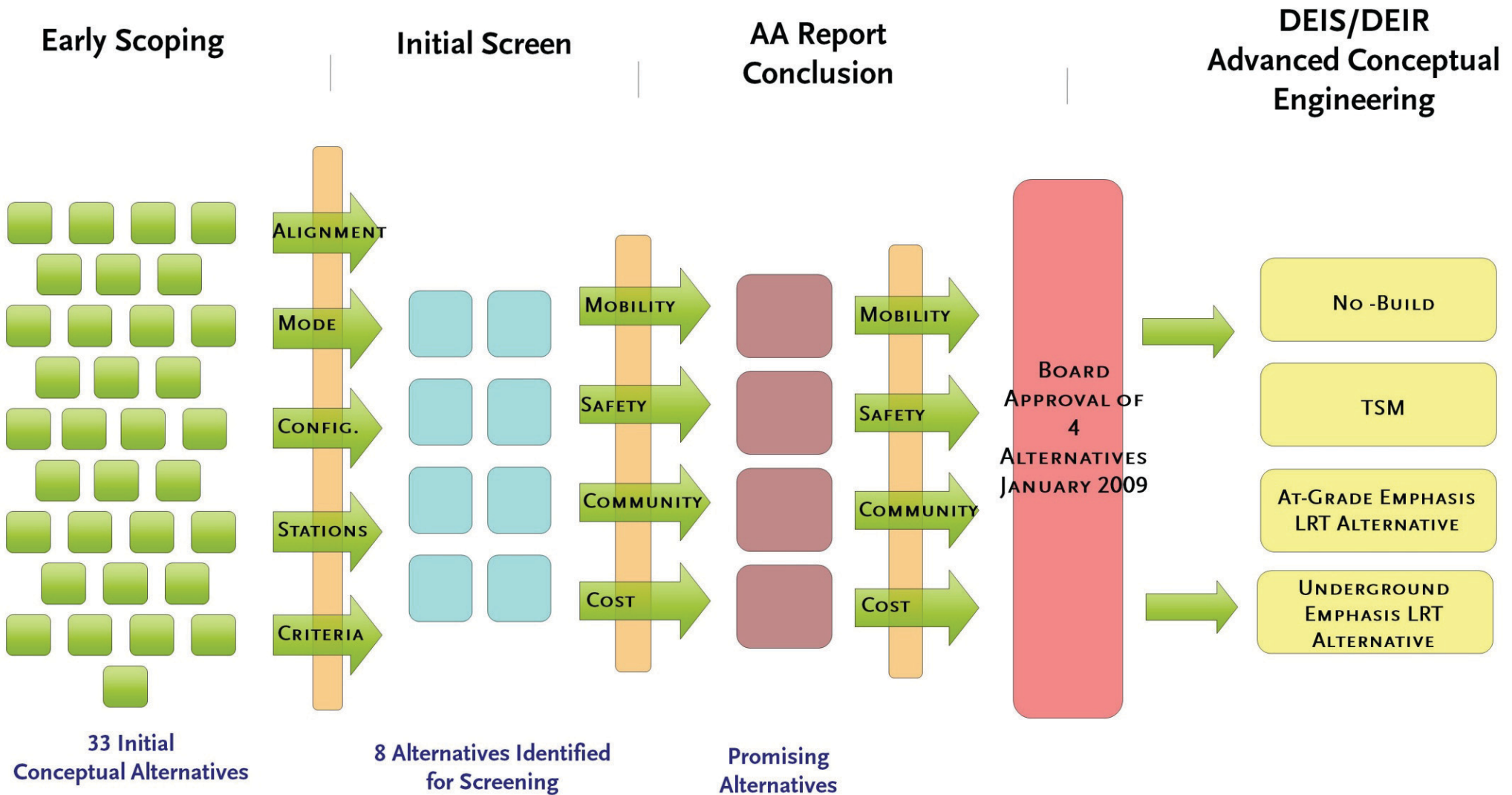
	2009			2010		
	Mar-April	May-Sept	Oct-Dec	Jan-Feb	Mar-May	June-Aug
NOI/NOP to Prepare DEIS/DEIR	★					
Public Scoping Meetings						
Environmental Analyses & Review				★		
Public Review of DEIS/DEIR						
Selection of Locally Preferred Alternative (LPA)						★
Prepare Request to enter Preliminary Engineering						

-  *Public Participation Opportunities*
-  *Project Tasks*
-  *Milestone: Circulate DEIS/DEIR*

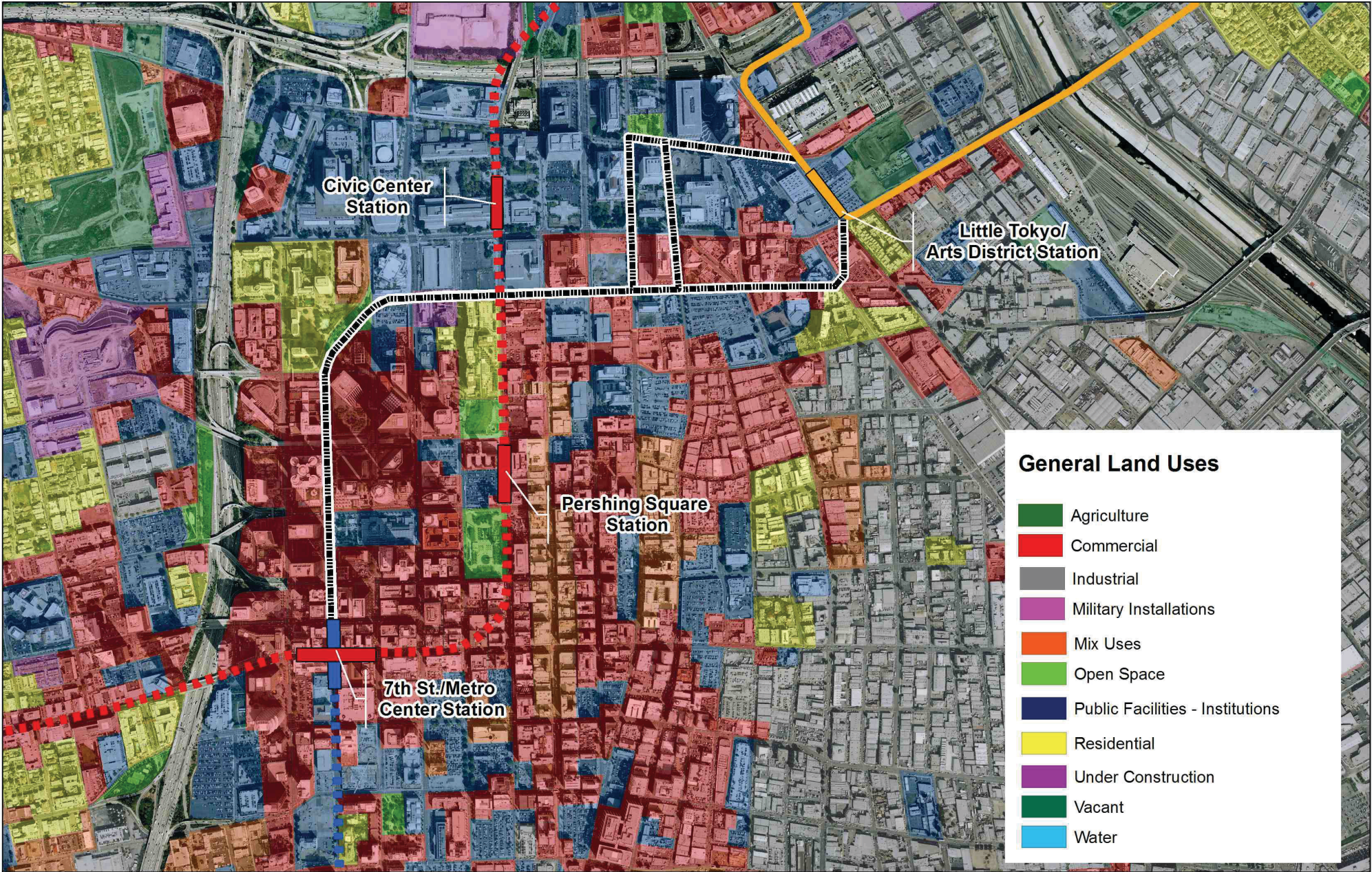
Project Development Process



Alternatives Analysis Process

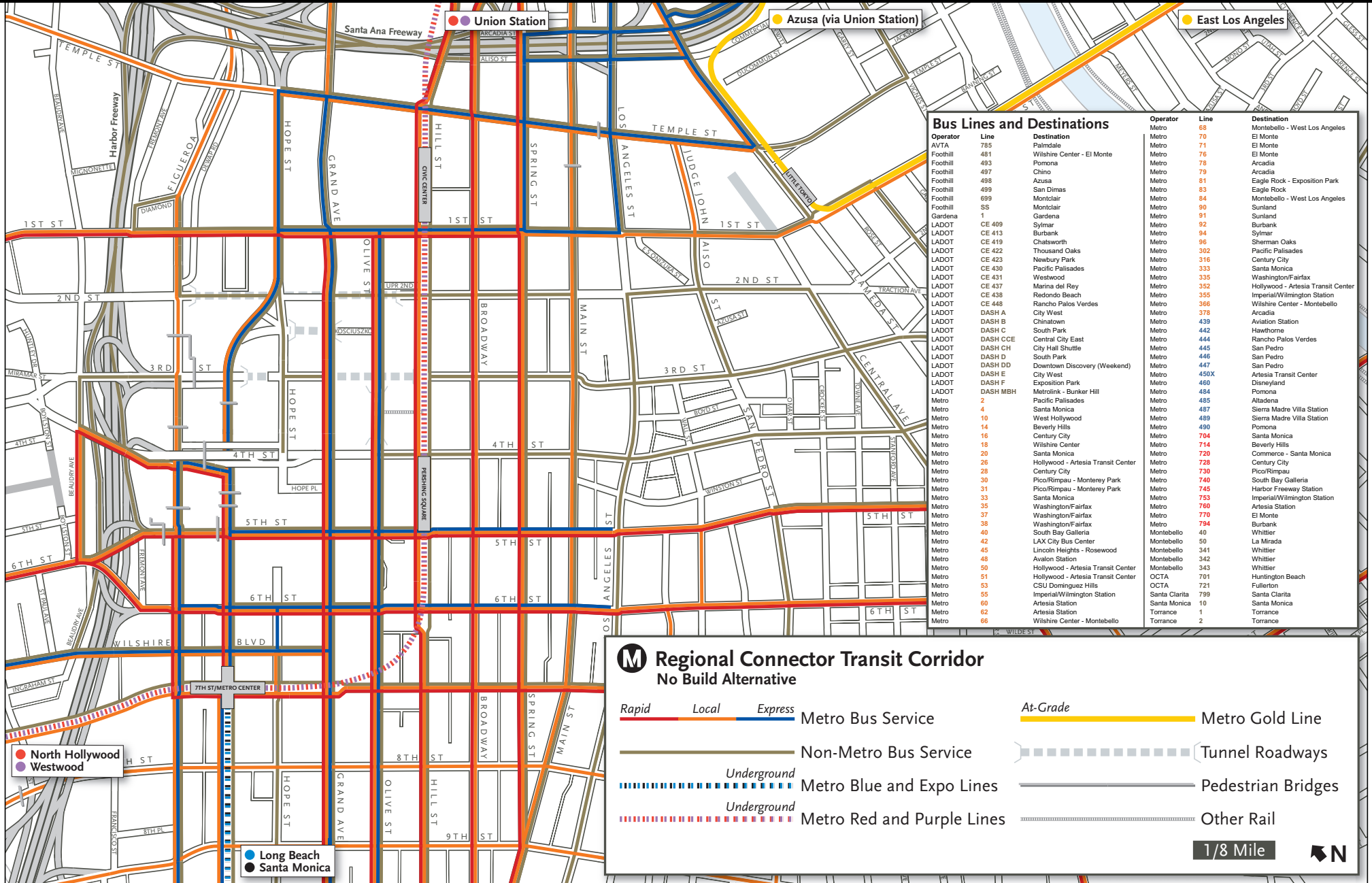


Land Use



No Build Alternative

Upon Metro Board Approval, January 2009



Bus Lines and Destinations

Operator	Line	Destination	Operator	Line	Destination
AVTA	785	Palmdale	Metro	68	Montebello - West Los Angeles
Foothill	481	Wilshire Center - El Monte	Metro	70	El Monte
Foothill	493	Pomona	Metro	71	El Monte
Foothill	497	Chino	Metro	76	El Monte
Foothill	498	Azusa	Metro	79	Arcadia
Foothill	499	San Dimas	Metro	81	Eagle Rock - Exposition Park
Foothill	699	Montclair	Metro	83	Eagle Rock
SS	1	Montclair	Metro	84	Montebello - West Los Angeles
Gardena	1	Gardena	Metro	90	Sunland
LADOT	CE 409	Sylmar	Metro	91	Burbank
LADOT	CE 413	Burbank	Metro	92	Sylmar
LADOT	CE 419	Chatsworth	Metro	94	Sherman Oaks
LADOT	CE 422	Thousand Oaks	Metro	96	Pacific Palisades
LADOT	CE 423	Newbury Park	Metro	302	Century City
LADOT	CE 439	Pacific Palisades	Metro	316	Santa Monica
LADOT	CE 431	Westwood	Metro	333	Washington/Fairfax
LADOT	CE 437	Marina del Rey	Metro	335	Hollywood - Artesia Transit Center
LADOT	CE 438	Redondo Beach	Metro	352	Imperial/Wilmington Station
LADOT	CE 445	Rancho Palos Verdes	Metro	355	Wilshire Center - Montebello
LADOT	DASH A	City West	Metro	378	Arcadia
LADOT	DASH B	Chinatown	Metro	439	Aviation Station
LADOT	DASH C	South Park	Metro	442	Hawthorne
LADOT	DASH CCE	Central City East	Metro	444	Rancho Palos Verdes
LADOT	DASH CH	City Hall Shuttle	Metro	445	San Pedro
LADOT	DASH D	South Park	Metro	446	San Pedro
LADOT	DASH DD	Downtown Discovery (Weekend)	Metro	447	San Pedro
LADOT	DASH E	City West	Metro	460	Artesia Transit Center
LADOT	DASH F	Exposition Park	Metro	460X	Disneyland
LADOT	DASH MBH	Metrolink - Bunker Hill	Metro	460	Disneyland
Metro	2	Pacific Palisades	Metro	484	Pomona
Metro	10	Santa Monica	Metro	485	Altadena
Metro	14	West Hollywood	Metro	487	Sierra Madre Villa Station
Metro	16	Beverly Hills	Metro	489	Sierra Madre Villa Station
Metro	18	Century City	Metro	490	Pomona
Metro	16	Wilshire Center	Metro	704	Santa Monica
Metro	20	Santa Monica	Metro	714	Beverly Hills
Metro	26	Hollywood - Artesia Transit Center	Metro	720	Commerce - Santa Monica
Metro	28	Century City	Metro	728	Century City
Metro	30	Pico/Rimpau - Monterey Park	Metro	730	Pico/Rimpau
Metro	31	Pico/Rimpau - Monterey Park	Metro	740	South Bay Galleria
Metro	33	Santa Monica	Metro	745	Harbor Freeway Station
Metro	35	Washington/Fairfax	Metro	753	Imperial/Wilmington Station
Metro	37	Washington/Fairfax	Metro	760	Artesia Station
Metro	37	Washington/Fairfax	Metro	770	El Monte
Metro	40	South Bay Galleria	Metro	794	Burbank
Metro	42	LAX City Bus Center	Montebello	40	Whittier
Metro	45	Lincoln Heights - Rosewood	Montebello	50	La Mirada
Metro	48	Avalon Station	Montebello	341	Whittier
Metro	50	Hollywood - Artesia Transit Center	Montebello	342	Whittier
Metro	51	Hollywood - Artesia Transit Center	Montebello	343	Whittier
Metro	53	CSU Dominguez Hills	OCTA	701	Huntington Beach
Metro	55	Imperial/Wilmington Station	OCTA	721	Fullerton
Metro	60	Artesia Station	Santa Clarita	799	Santa Clarita
Metro	62	Artesia Station	Santa Monica	10	Santa Monica
Metro	66	Wilshire Center - Montebello	Torrance	1	Torrance
			Torrance	2	Torrance

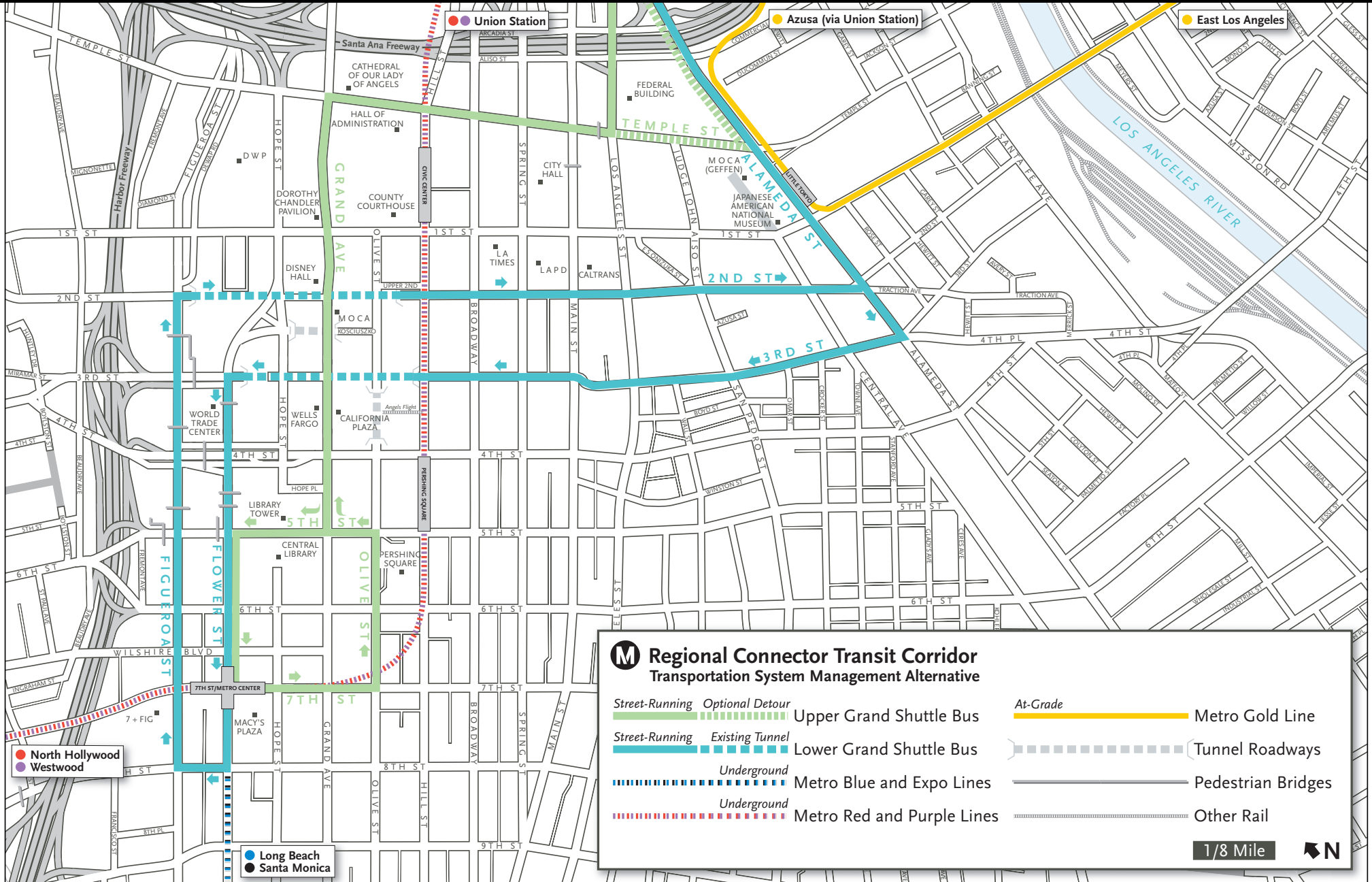
Regional Connector Transit Corridor No Build Alternative

- Rapid
- Local
- Express
- Metro Bus Service
- Non-Metro Bus Service
- Metro Blue and Expo Lines
- Metro Red and Purple Lines
- At-Grade Metro Gold Line
- Tunnel Roadways
- Pedestrian Bridges
- Other Rail

1/8 Mile

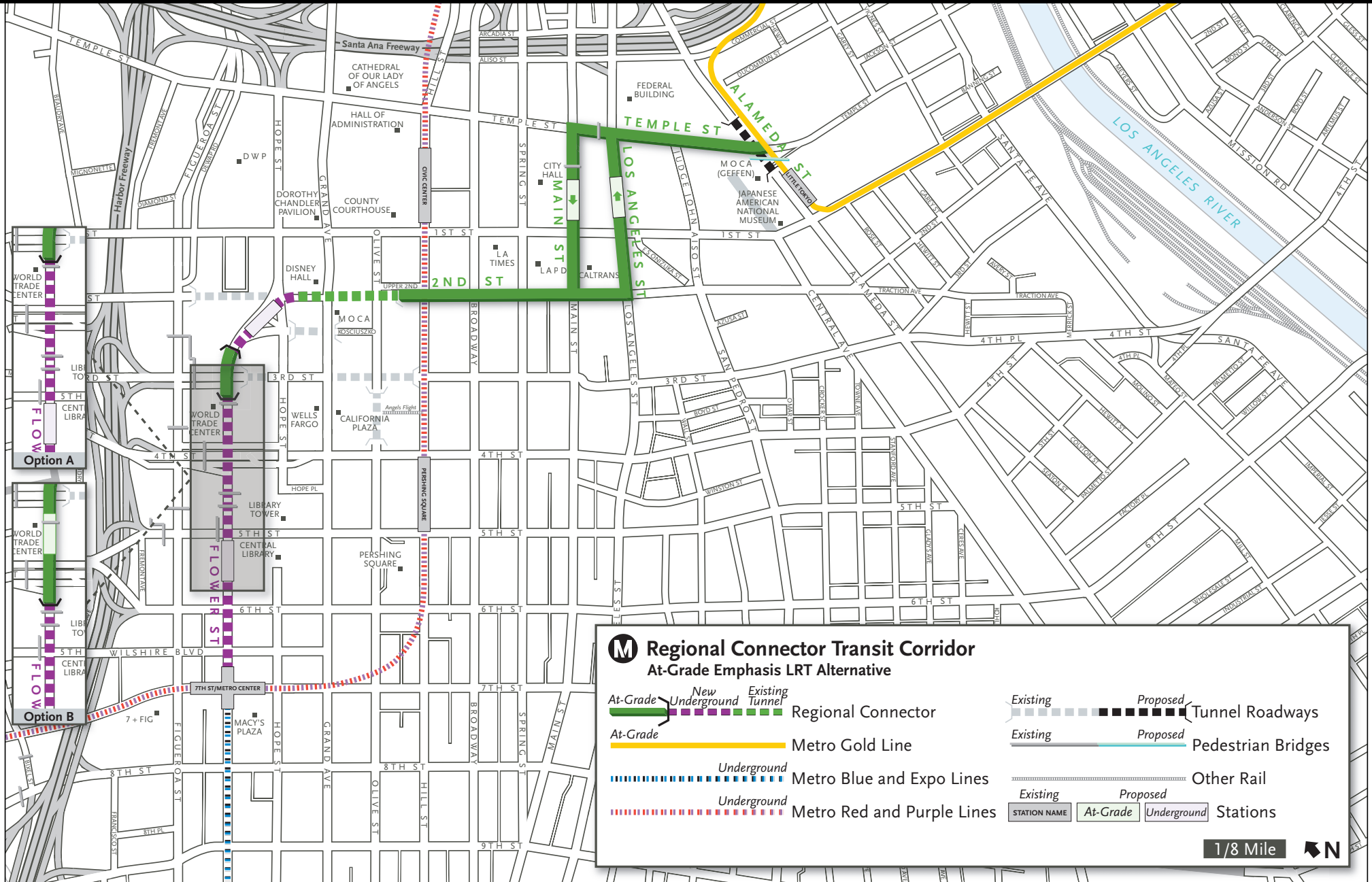
Transportation System Management (TSM) Alternative

Upon Metro Board Approval, January 2009



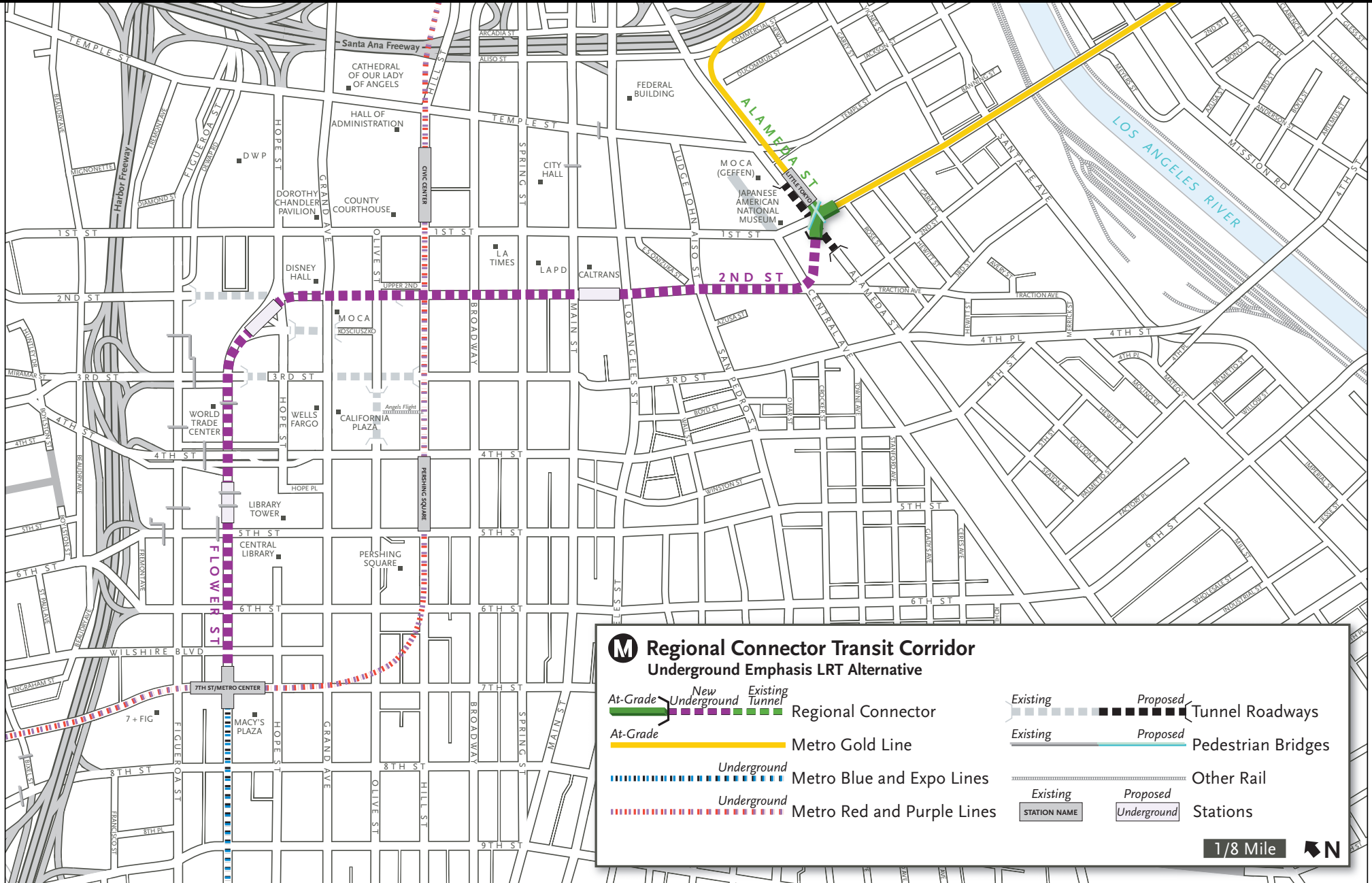
At-Grade Emphasis LRT Alternative

Upon Metro Board Approval, January 2009



Underground Emphasis LRT Alternative

Upon Metro Board Approval, January 2009



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 automobile-train 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.



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.

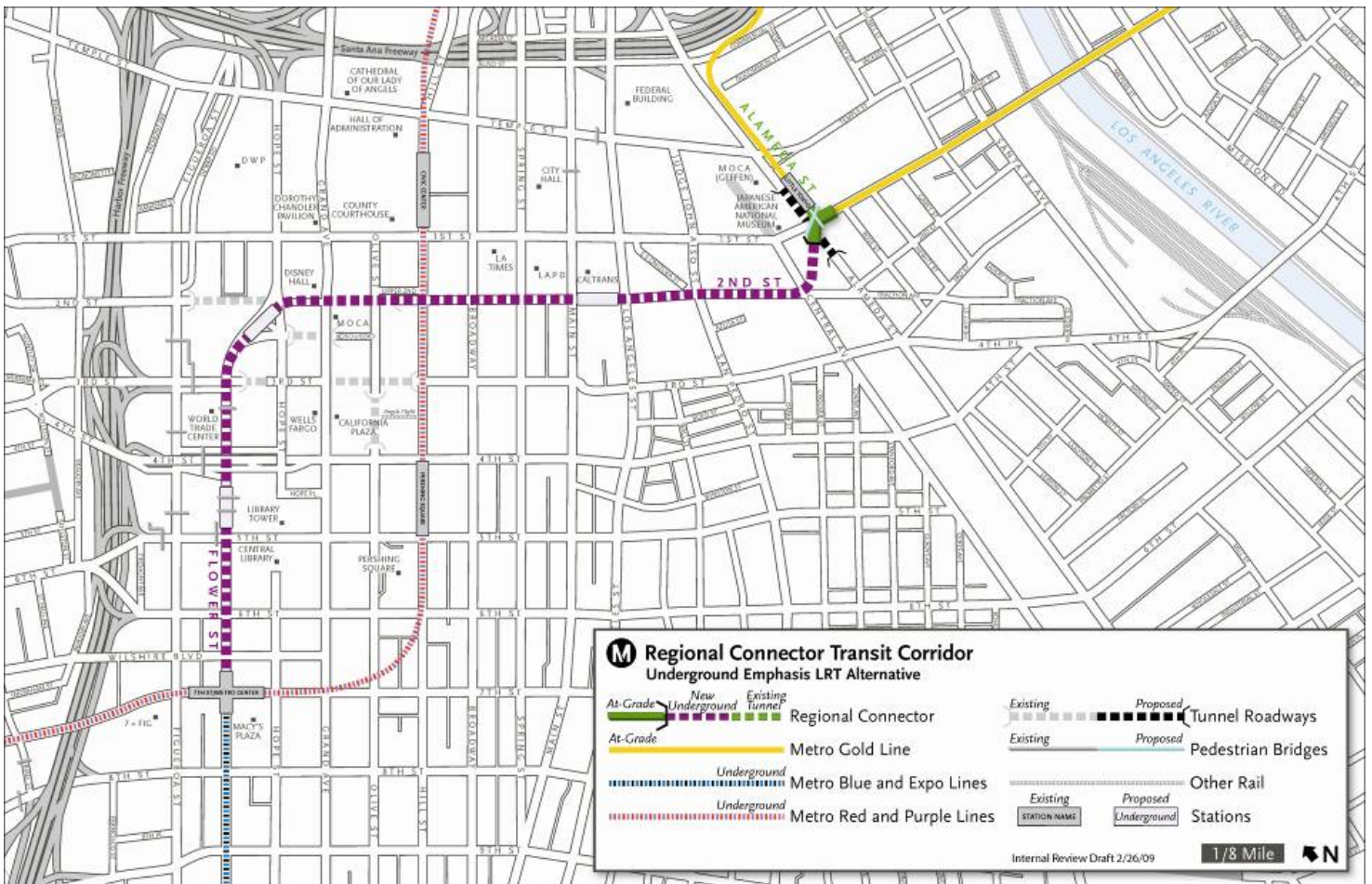


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

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

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.

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to regionalconnector@metro.net, 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

PAQUETE DE INFORMACIÓN SOBRE EL ALCANCE

Descripción del proyecto

El proyecto propuesto sobre el Corredor de tránsito para el conector regional brindaría una conexión directa entre diversas líneas del ferrocarril ligero que están en funcionamiento o en construcción, incluyendo la Línea Metro Gold hacia Pasadena, la Línea Metro Gold hacia el Este de Los Ángeles, la Línea Metro Blue hacia Long Beach y la Línea Metro Expo hacia Culver City. A través de Downtown Los Ángeles, el proyecto propuesto conectaría las terminales de las Líneas Metro Blue y Expo en la estación de 7th Street/Metro Center (calles 7th y Flower) con la Línea Metro Gold en la Estación Little Tokyo/Arts District de las calles 1st y Alameda. Con la implementación del proyecto, estas cuatro líneas compartirían carriles y estaciones en Downtown Los Ángeles. La longitud del corredor del proyecto varía ligeramente según la alternativa y es de aproximadamente 1.8 millas.

Propósito y necesidad del proyecto

El propósito de este proyecto consiste en mejorar el servicio de tránsito público y la movilidad de la región. El proyecto tiene como objetivo general mejorar la movilidad dentro del corredor mediante la conexión con el servicio de ferrocarril ligero de la Línea Metro Gold hacia Pasadena, la Línea Metro Gold hacia el Este de Los Ángeles, la Línea Metro Blue y la Línea Metro Expo. Esta conexión prestaría servicios a las comunidades de toda la región, ya que permitiría una mayor accesibilidad y colaboraría con la población y el crecimiento laboral en Downtown Los Ángeles.

Las consideraciones adicionales que sustentan la necesidad de un proyecto del Corredor de tránsito para el conector regional incluyen: la mayor cantidad de horarios de viaje y el hacinamiento en la estación debido a los traslados múltiples exigieron desplazar el área del proyecto; un área de proyecto que tiene muchos residentes dependientes; una mala conectividad del sistema que ocasiona una menor confiabilidad en el cronograma del sistema mientras se completan las expansiones actuales del sistema; y las inversiones dentro del área del proyecto podrían mejorar las operaciones en todo el sistema en cuanto a los horarios de viajes y las cuestiones de seguridad.

Alternativas propuestas

El Informe analítico sobre las alternativas finales para el Corredor de tránsito del conector regional (2009) preparado por la Autoridad de Transporte Metropolitano del Condado de Los Ángeles (Metro) identificó cuatro alternativas para una mayor consideración en el

DEIS/DEIR. Las cuatro alternativas incluyen: una Alternativa de no construcción, una Alternativa de Administración del sistema de transporte (TSM), una Alternativa de tránsito del ferrocarril ligero (LRT) con énfasis en el nivel de la superficie, y una alternativa de LRT con énfasis en el subterráneo.

Alternativa de no construcción

La Alternativa de no construcción mantendría el servicio existente de tránsito hasta el año 2030. No se construiría una nueva infraestructura de transporte dentro del área del proyecto aparte de los proyectos que actualmente están en construcción o que se están financiando para su construcción y funcionamiento antes de 2030 por el recientemente aprobado impuesto sobre ventas de la Medida R. El servicio de tránsito del autobús conforme a la Alternativa de no construcción se concentraría en la preservación de los servicios y proyectos existentes. Antes del año 2030 de proyección, algunos servicios de autobús habrán sido reorganizados y ampliados para prestar conexiones con las líneas nuevas de ferrocarril; sin embargo, la red de tránsito dentro del área del proyecto sería en gran medida la misma que la actual.

Alternativa de administración de sistemas de transporte (TSM)

La Alternativa de TSM incluiría las disposiciones de la Alternativa de no construcción y añadiría dos rutas de autobuses de enlace desde la estación 7th Street/Metro Center hasta la estación Union, brindando una conexión entre los servicios desconectados de la región. Una ruta iría por la avenida Grand y la calle 1st, y una iría por las calles Figueroa, Flower, 2nd y 3rd. Los autobuses de enlace usarían los carriles exclusivos para autobuses, donde estén disponibles, y se les colocarían dispositivos de señalización con prioridad de tránsito similares a los usados en Metro Rapid. Las paradas se ubicarían cada pocas cuadras, a fin de brindar una cobertura completa del área. Cada ruta del servicio de enlace tendría una longitud de una milla y media a dos millas.

Alternativa de LRT con énfasis en el nivel de la superficie

Esta alternativa (**Figura 1**) se extendería desde la estación subterránea de 7th Street/Metro Center hacia el norte por debajo de la calle Flower, saldría a la superficie en el norte de la calle 5th, cruzaría la calle 3rd, ingresaría en Bunker Hill y giraría hacia el noreste por una nueva entrada al túnel existente de la calle 2nd. La alineación continuaría por la calle 2nd, donde se dividiría en una configuración par al nivel de la superficie en las calles Main y Los Ángeles (un carril en cada calzada) hacia la calle Temple. Luego se dirigiría hacia el este en la calle Temple y se alinearía nuevamente en una configuración de calzada dual en el este de la calle Los Ángeles y se uniría a la Línea Metro Gold justo al norte de la estación Little Tokyo/Arts District en la calle Alameda. Debido al alto volumen de trenes que se

desplazarían al Conector Regional, se construirían un paso bajo nivel para automóviles y un paso sobre nivel para peatones en la intersección de las calles Temple y Alameda para eliminar conflictos entre peatones y trenes y entre automóviles y trenes.

Existen dos opciones para la configuración en la calle Flower. Para la Opción A, los trenes harían una transición a los carriles subterráneos luego de cruzar la calle 3rd y continuarían hacia una nueva estación subterránea justo al sur de la calle 5th, luego continuarían hacia la estación de 7th Street/Metro Center y llegarían a la plataforma existente de la Línea Metro Blue. Para la Opción B, los trenes llegarían a una estación al nivel de la superficie luego de cruzar la calle 3rd, después harían una transición hacia los carriles subterráneos cercanos a la calle 4th para alcanzar la plataforma existente de la línea Metro Blue en la estación 7th Street/Metro Center. En total, la alternativa de LRT con énfasis en el nivel de la superficie añadiría 1.8 millas de un nuevo carril doble al sistema de ferrocarril ligero.

Además de las configuraciones de la Opción A y la Opción B, otras estaciones incluirían una estación adyacente a Bunker Hill, al sur de las calles 2nd y Hope, y una estación divisoria usando las calles Main y Los Ángeles entre las calles 1st y Temple.

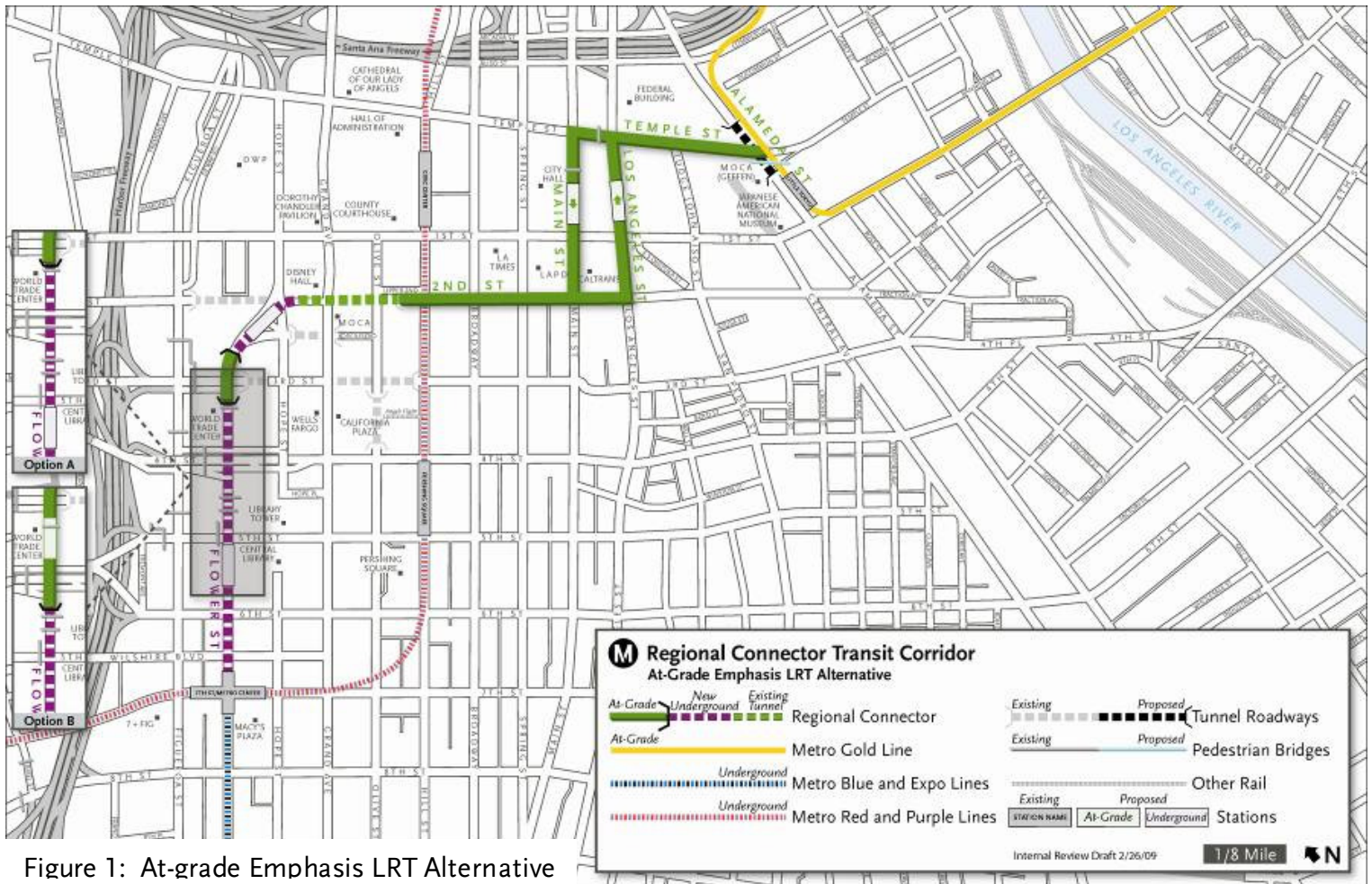


Figure 1: At-grade Emphasis LRT Alternative

Alternativa de LRT con énfasis en el subterráneo

Desde el estación de 7th Street/Metro Center, esta alternativa (Figura 2) se extendería al norte por la calle Flower con una nueva estación subterránea al norte de la calle 5th. En la calle 2nd, el túnel subterráneo se extendería al este con nuevas estaciones subterráneas para brindar acceso a Bunker Hill y al área entre las calles Los Ángeles y Broadway. El túnel emergería hacia conexiones al nivel de la superficie con la Línea Metro Gold justo al suroeste de la intersección de las calles 1st y Alameda. En las calles 1st y Alameda, circularía el tráfico de automóviles y camiones por un nuevo paso bajo nivel en la calle Alameda por debajo de la unión de ferrocarriles, y una nueva estructura de un puente elevado para peatones eliminaría la mayoría de los conflictos entre los peatones y los ferrocarriles. Esta alternativa tendría un cruce simple al nivel de la superficie en la intersección de las calles 1st y Alameda. El resto de la ruta sería subterránea. La longitud de esta ruta propuesta sería de 1.6 millas.

Todas las estaciones para esta alternativa serían subterráneas e incluirían el área al norte de las calles 5th y Flower, adyacentes a Bunker Hill justo al sur de las calles 2nd y 2nd entre las calles Los Ángeles y Main.



Figura 2: Alternativa de LRT con énfasis en el subterráneo

Cronograma preliminar

A continuación se presenta el cronograma preliminar para ser discutido en la reunión sobre el alcance de la agencia.

Acción	Fecha
Reunión sobre el alcance de la agencia	26 de marzo de 2009

Reuniones públicas sobre el alcance	30 de marzo a 2 de abril de 2009 (ver más abajo para conocer las fechas específicas)
Finaliza el período de comentarios sobre el alcance	11 de mayo de 2009
Desarrollo del DEIS/DEIR	Primavera – invierno de 2009
Audiencias públicas / Comentarios sobre el DEIS/DEIR	Primavera de 2010
Adopción de la alternativa preferida a nivel local	Verano de 2010

¿Qué es una EIS/EIR?

Se debe preparar una Declaración sobre el impacto ambiental / Informe sobre el impacto ambiental (EIS/EIR) para todos los proyectos importantes que podrían afectar significativamente el medio ambiente. La EIS se prepara en cumplimiento con la Ley nacional sobre la política ambiental (NEPA) y el EIR se prepara en cumplimiento con la Ley de California sobre la calidad ambiental (CEQA). El propósito de la EIS/EIR consiste en brindar una evaluación abierta y completa de los asuntos y las alternativas ambientales, y en informar a quienes toman decisiones y al público sobre las alternativas razonables que podrían evitar o minimizar los impactos perjudiciales y mejorar la calidad del medio ambiente.

Cronograma de la reunión sobre el alcance

Se llevarán a cabo cuatro reuniones públicas sobre el alcance a cargo de FTA y Metro para que el público conozca más sobre el proyecto y haga comentarios. Las reuniones sobre el alcance se celebrarán en los siguientes sitios:

- Lunes 30 de marzo de 2009 de 4:30 p.m. a 6 p.m. en: University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 S Figueroa St, Los Angeles, CA 90007.
- Martes 31 de marzo de 2009 de 6:30 p.m. a 8 p.m. en: Lake Avenue Church, 393 N. Lake Ave, Pasadena, CA 91101.

- Miércoles 1 de abril de 2009 de 6:30 p.m. a 8 p.m. en: Japanese American National Museum (JANM), 369 E 1st St, Los Angeles, CA 90012.
- Jueves 2 de abril de 2009 desde el mediodía hasta la 1:30 p.m. en: Los Angeles Central Library, Board Room, 630 W 5th St, Los Angeles, CA 90071.

Se aceptarán comentarios escritos hasta el 11 de mayo de 2009. También se podrán presentar comentarios en las reuniones sobre el alcance por correo electrónico a regionalconnector@metro.net o por correo postal a:

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

Información sobre el proyecto

Se puede encontrar información adicional en el sitio de Internet del proyecto:
http://www.metro.net/projects_studies/connector

審査関連情報

プロジェクト概要

今回提案される「地域接続交通路」プロジェクトでは現在稼動中もしくは建設中のライト・レール路線を直接接続することとなる。これにはパサデナ方面のメトロ・ゴールド・ライン、イースト・ロサンゼルス方面のメトロ・ゴールド・ライン、ロングビーチ方面のメトロ・ブルー・ライン、カルヴァーシティ方面のメトロ・エキスポ・ラインが含まれる。各路線はロサンゼルス・ダウンタウンで接続する。ブルー・ラインのターミナルとエキスポ・ラインのターミナルは7thストリート/メトロ・センター・ステーション（7thストリートとフラワー・ストリート）で接続し、さらに両ラインはリトルトーキョー/アート・ディストリクト・ステーション（1stストリートとアラメダ・ストリート）でゴールド・ラインに接続する。これらの4路線はロサンゼルス・ダウンタウンで線路および駅を共有することとなる。提案される路線の距離は選択肢により多少異なるがおよそ1.8マイルとなる。

プロジェクトの目的と必要性

本プロジェクトの目的は地域の公共交通サービスと移動性の改善にある。プロジェクトの全体的な目的はパサデナとイースト・ロサンゼルス両方面のメトロ・ゴールド・ライン、メトロ・ブルー・ライン、メトロ・エキスポ・ラインを接続することにより移動性を改善することにある。この接続により地域全体がメリットを受け、より多くの人口がサービスを利用できるようになりロサンゼルス・ダウンタウンの人口増加、就業増加にのニーズにも貢献する。

これ以外にも「地域接続交通路」プロジェクトを必要とする以下の理由がある。プロジェクト対象地域においては現在複数の乗換が必要であり移動時間、また駅の混雑の増加の問題がある。プロジェクト対象地域には公共交通機関を必要とする住民が多くいる。現在の接続システムのままでは路線延長が完了する時点で路線スケジュールの信頼性が減少してしまう。プロジェクト対象地域内での投資により移動時間および安全性の面で路線全体での稼動が改善する。

選択肢

ロサンゼルス郡メトロ運輸局（Metro）が作成した「地域接続交通路最終選択肢分析報告(2009)」ではDEIS/DEIRにおけるさらなる審査のための以下の4つの選択肢が提示される。「無工事オプション」、「交通機関管理オプション（TSM）」、「路面LRTオプション」、「地下LRTオプション」

無工事オプション

「無工事オプション」では2030年まで現存の交通機関が維持される。現在工事中もしくは最近承認された対策R販売税により2030年までまかなわれる工事および稼動経費の対象プロジェクト以外、新規交通インフラはプロジェクト対象地域内では一切建設せず、現存のサービスおよびプロジェクトの維持に焦点をおく。2030予想年度までにはバス・サービスの一部を再組織、拡張し新規のレール・ラインとの接続を提供するが、プロジェクト対象地域内での交通網は大方現状維持となる。

交通機関管理 (TSM) オプション

TSMオプションには「無工事オプション」の条項が含まれ、7thストリート/メトロ・センター・ステーションからユニオン・ステーションまで2つのシャトルバス路線を加えて対象地域のLRTサービスの接続を補う。ひとつの路線はグランド・アヴェニューと1stストリートを通り、もうひとつの路線はフィギュロア、フラワー、2ndストリート、3rdストリートを通る。シャトルバスは利用できる場所では現存のバス専用斜線を使い、メトロ・ラピッドで使用されているような交通優先シグナル装置を搭載する。停留所を数ブロックごとに設置し地域を満遍なくカバーする。各シャトル路線は1.5マイルから2マイルの距離となる。

路面LRTオプション

本選択肢 (図1) は地下の7thストリート/メトロ・センター・ステーションに発し、フラワー・ストリートの下を北に走り、5thストリートの北で地上に出3rdストリートと交差し、バンカー・ヒルに入り、北東に曲がり新しい入口から現存の2ndストリート・トンネルに入る。路線は2ndストリートに沿ってさらに走り、メイン・ストリートとロサンゼルス・ストリート上で路面平行線に分かれ (各線は単線) テンプル・ストリートに入る。そこからテンプル・ストリート上を東に走り、ロサンゼルス・ストリートの東で再び複線となり、リトル・トーキョー/アート・ディストリクト・ステーションの北でアラメダ・ストリート上でメトロ・ゴールド・ラインに接続する。「地域接続交通路」ではかなりの列車交通量が予想されるためテンプル・ストリートとアラメダ・ストリートの交差点に自動車専用低架線と歩行者専用高架線を設置し、歩行者対列車、自動車対列車の障害を避ける。

フラワー・ストリートの設計には2つのオプションがある。オプションAでは列車は3rdストリートを交差した後に地下に入り、5thストリートの南に新しくできる地下駅に行き、そこから7thストリート/メトロ・センター・ステーションへと進み現存のメトロ・ブルー・ラインのプラットフォームに到着する。オプションBでは列車は3rdストリートを交差後平面駅に到着し、4thストリートの近くで地下線路に入り7thストリート/メトロ・センター・ステーションの現存のメトロ・ブルー・ラインのプラットフォーム

に到着する。全体として平面LRTオプションではライト・レール・システムに約1.8マイルの複線が追加されることになる。

オプションA、オプションBの駅設計以外に、2nd ストリートとホープ・ストリートの南でバンカー・ヒルに隣接した駅と、1stストリートと temple・ストリートの間でメイン・ストリートとロサンゼルス・ストリートを利用した分岐駅も含まれる。

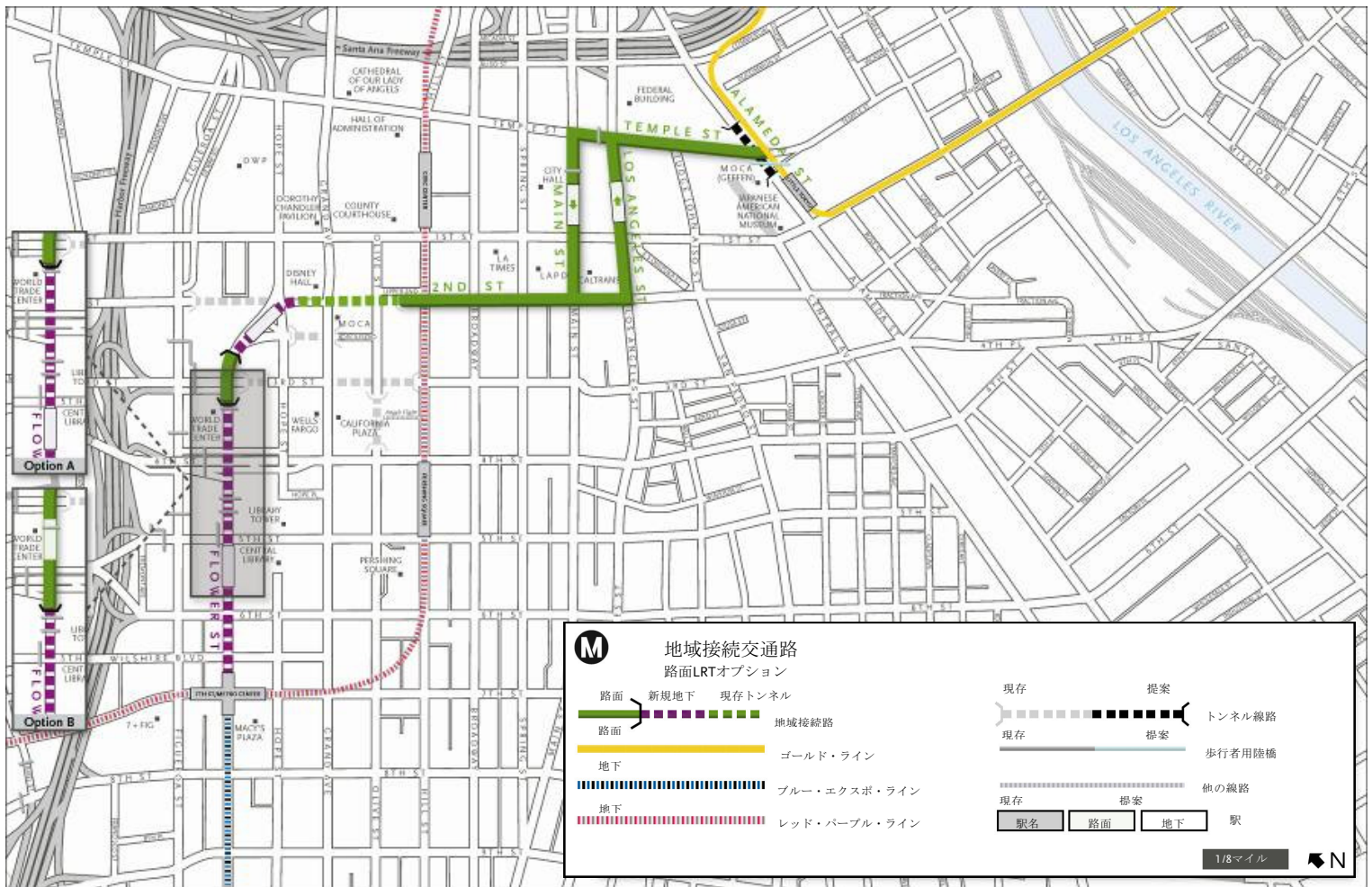


図1: 路面LRT オプション

地下URTオプション

7thストリート/メトロ・センター・ステーションから、このオプション（図2）ではフラワー・ストリートに沿って北に延長し、5thストリートの北に新しい地下駅を創設す

る。2ndストリートで地下トンネルは東に延長しバンカー・ヒルおよびロサンゼルス・ストリートとブロードウェイの間の地域にアクセスできるよう新しい地下駅がいくつか創設される。トンネルは1stストリートとアラメダ・ストリートの交差点の南西で地上に出てメトロ・ゴールド・ラインに路面接続する。1stストリートとアラメダ・ストリートの交差点にはアラメダ・ストリートに沿って線路交差点の下に自動車・トラック専用の新しい低架線が設けられまた歩行者対列車の障害を避けるための歩行者専用高架橋も設けられる。このオプションでは1stストリートとアラメダ・ストリートの交差点のみでの路面交差となる。路線のその他の部分はすべて地下となる。この路線の距離は1.6マイルとなる。

このオプションでの駅はすべて地下となり、これにはフラワー・ストリート上の5thストリートの北、ロサンゼルス・ストリートとメイン・ストリート間の2ndストリートのすぐ南のバンカー・ヒルに隣接した地域も含まれる。

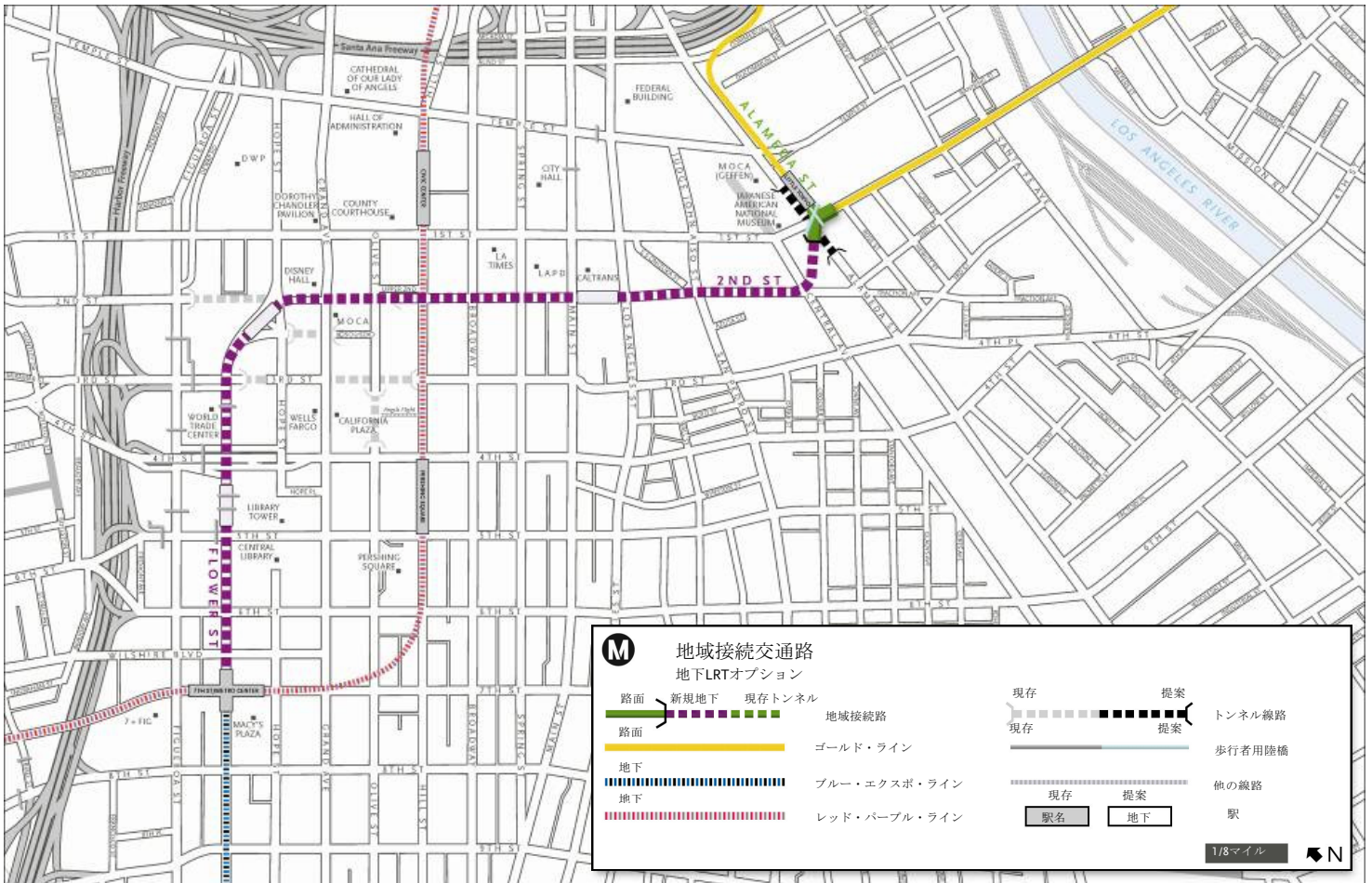


図2: 地下LRT オプション

予備スケジュール

審査会議の予備スケジュールは以下のとおりである。

内容	期日
局審議会議	2009年3月26日
公開審議会議	2009年3月30日から2009年4月2日(具体的期日は以下参照)
審議コメント期間終了	2009年5月11日

DEIS/DEIRの構築	2009年春から冬
DEIS/DEIRに関する公開聴講・コメント	2010年春
地域選択オプションの適応	2010年夏

EIS/EIRとは?

環境に大きな影響を及ぼす可能性のある主要なプロジェクトはすべて「環境に対する影響に関する説明書・環境に対する影響に関する報告書 (EIS/EIR)」の作成が義務づけられている。EISは連邦環境方針法(NEPA)に準じ、EIRはカリフォルニア州環境質法(CEQA)に準じ作成される。EIS/EIRの目的は環境にかかわる事項および選択肢の開かれた評価をし、悪影響を回避または最小限に止め、環境の質を強化できる合理的な選択肢を決定権を持つ者および一般市民に知らせることにある。

審査会議スケジュール

一般市民に対するプロジェクトの説明およびコメントの機会としてFTAおよびメトロ当局による公開審査会議が以下の4箇所で開催される。

2009年3月30日(月) 4:30 p.m. - 6 p.m.

Alumni Room, Davidson Conference Center, University of Southern California (USC)
3415 S Figueroa St, Los Angeles, CA 90007

2009年3月31日(火) 6:30 p.m. - 8 p.m.

Lake Avenue Church
393 N Lake Ave, Pasadena, CA, 91101

2009年4月1日(水) 6:30 p.m. - 8 p.m.

Japanese American National Museum (JANM)
369 E 1st St, Los Angeles, CA 90012

2009年4月2日(木) 正午- 1:30 p.m.

Board Room, Los Angeles Central Library
630 W 5th St, Los Angeles, CA 90071

文書でのコメントは2009年5月11日まで、以下で受付。

審査会議当日

電子メール : regionalconnector@metro.net

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

プロジェクト関連情報

追加情報は以下のホーム・ページを参照:

http://www.metro.net/projects_studies/connector

Appendix U
Powerpoint Presentation

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

**Public Scoping Meeting
University of Southern California
Alumni Room, Davidson Conference Center
March 30, 2009**

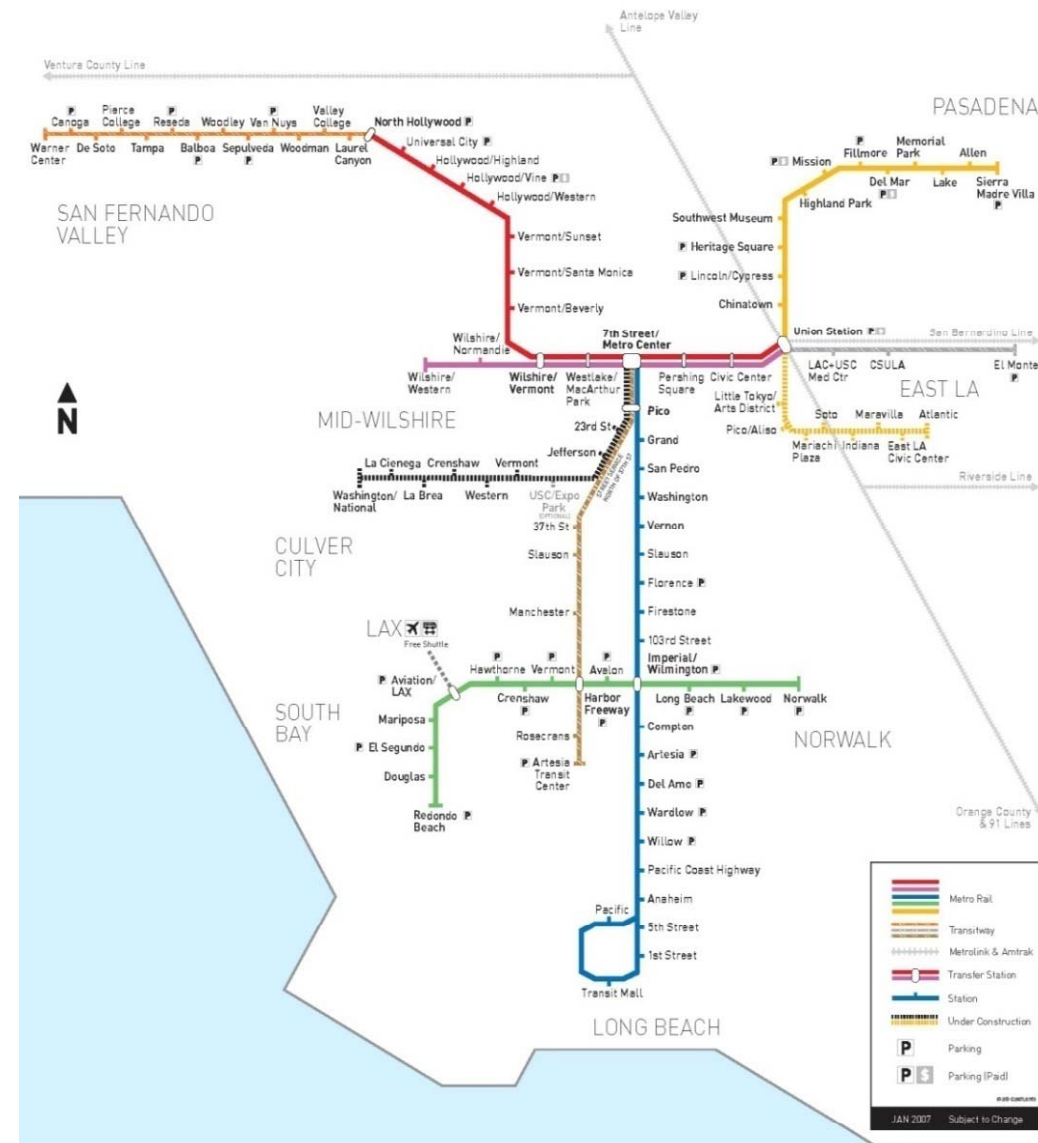
Agenda

- **Open House** **20 Minutes**
- **Presentation** **20 Minutes**
- **Public Comment** **50 Minutes**

Metro Corridor Studies

Metro has initiated multiple corridor studies for LA County

- Regional Connector Transit Corridor
- Westside Extension Transit Corridor
- Eastside Extension Phase 2 Transit Corridor
- Crenshaw-Prairie Transit Corridor
- Harbor Subdivision Transit Corridor



Regional Connector Project

- The Regional Connector will directly connect:

Metro Gold Line

Metro Expo Line

Metro Blue Line

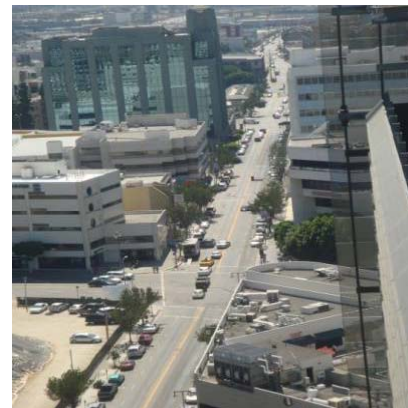
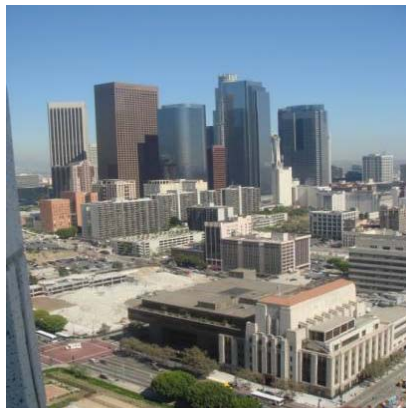
- This will allow a “one seat ride” for riders traveling on Light Rail Trains between Pasadena and Long Beach

- Also provides “one seat ride” for riders traveling on Light Rail Trains between Culver City and the Eastside



Project Purpose

To improve the region's public transit service and mobility by providing a direct connection through downtown Los Angeles that links the region via the Metro Gold Line to Pasadena and East Los Angeles, Metro Blue Line to Long Beach, and Metro Expo Line to Culver City



Project Need

- Multiple transfers required to travel across downtown increasing travel time
- Station overcrowding occurs at transfer stations
- Schedule reliability reduced with system expansion
- Improved system-wide operations in regards to travel times and safety issues
- Better serve transit-dependent residents
- Expected increases in employment & residential growth and traffic congestion over the next 20 years



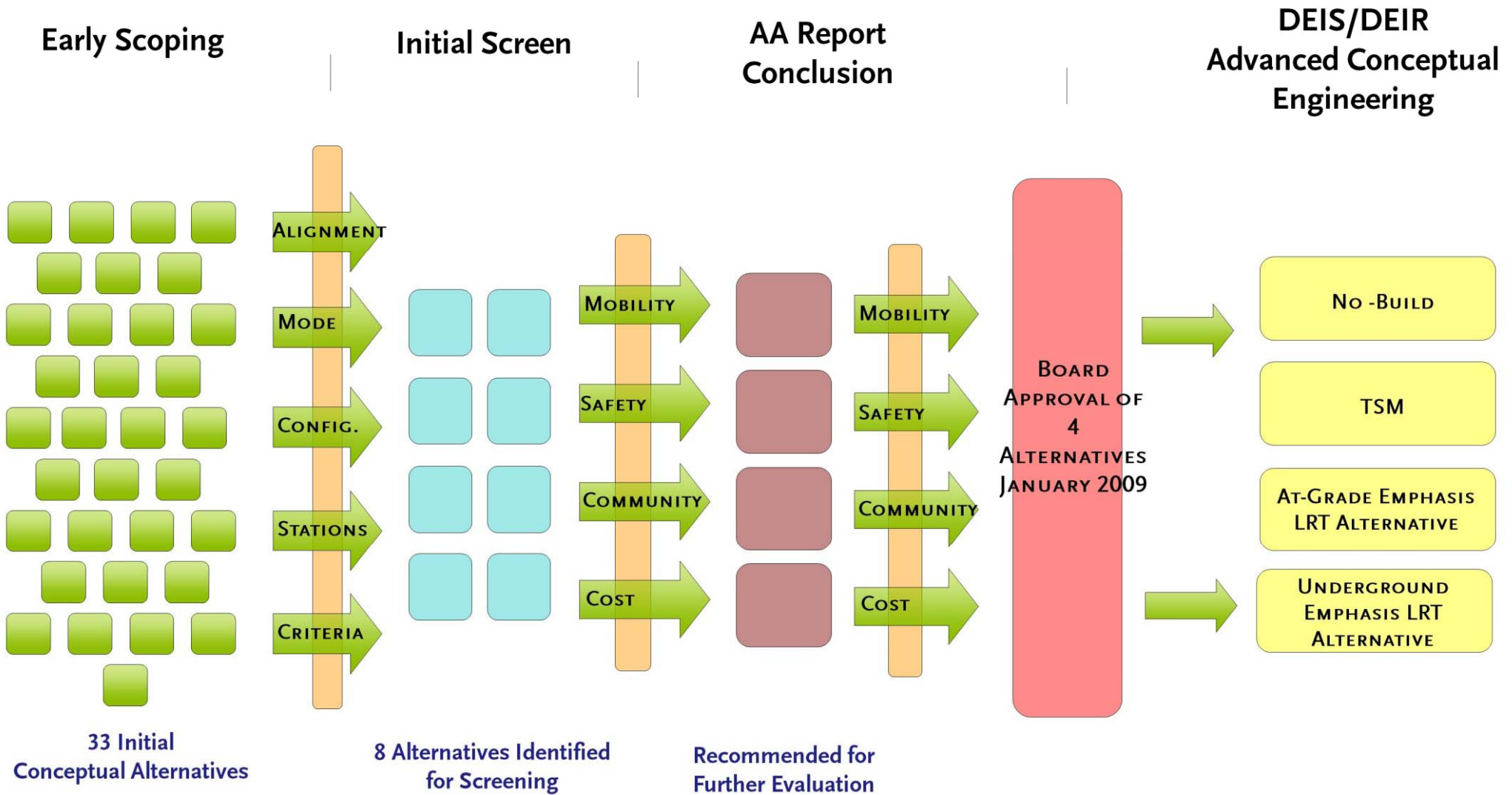
Study Background (1990 – 2004)

- In early 90's, this project was originally planned as an extension of the Metro Blue Line to Pasadena.
(Pasadena to Los Angeles Light Rail Transit Project, 1993)
- Instead, Metro Gold Line to Pasadena was planned and built to Union Station with a connection to the Metro Blue Line to be pursued at a later time.
(Pasadena to Los Angeles Light Rail Transit Project, 1993)
- Metro Gold Line Eastside Extension, approved in 2002, narrows the gap between rail lines.
- Metro performs feasibility and cost studies in 2004 on Regional Connector.
(Regional Light Rail Connector study, 2004)

Recent Progress

- In July 2007, Metro initiated the Alternatives Analysis (AA) Study for the Regional Connector Transit Corridor.
- In November 2008, Measure R was approved and included funding for the Regional Connector Project.
- In January 2009, Metro Board of Directors approved alternatives for further study in a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR)

Alternative Analysis Process



AA Community Engagement

- **3 rounds of Public Meetings**
- **Targeted outreach conducted with key stakeholders such as**
 - **Downtown Los Angeles Neighborhood Council, Little Tokyo Community Council, Bringing Back Broadway, Grand Ave., South Park Stakeholders, Central City Association, Downtown Center BID, Central City East Association, and Historic Core BID**
- **Community engagement will continue throughout the development of the project.**

What we learned so far

The Regional Connector provides

- **Travel time savings of 12-21 minutes for those currently transferring to the Metro Red Line**
- **Increases new transit trips by 8,000-10,000**
- **Cost savings to riders resulting from reduced number of transfers**

Why are we here?

- **The Public Scoping Period is the first step in a DEIS/DEIR process, which concludes on May 11, 2009**
- **Consistent with the National Environmental Protection Act and the California Environmental Quality Act (NEPA/CEQA) as well as the Federal Transit Administration's New Starts Program**
- **Solicit comments from the general public, agencies and organizations on the alternatives, impacts and mitigations to be studied in a DEIS/DEIR**

Public Scoping Period

Notice of Intent to Prepare DEIS/DEIR published in the Federal Register

Publications:

- LA Times, La Opinion, Rafu Shimpo, Downtown News, Daily Trojan, Garment Citizen, Pasadena Star News

Total Mailings:

- 174 Agency Mailings
- 1543 Postal Addresses
- 721 Email Addresses



You are invited to a Metro Public Scoping Meeting for the Regional Connector Transit Corridor Project. This project will connect the Metro Gold Line with the Blue and Expo lines through Downtown Los Angeles.

The scoping meetings start the Draft Environmental Impact Study/Environmental Impact Report process per the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) of the Regional Connector. Moving forward for further environmental review are two Build alternatives – an at-grade emphasis alternative, and an underground emphasis alternative, as well as a No-Build and a Transportation Systems Management alternative.

Content presented at the meetings will be identical, so make sure you attend at the time most convenient for you.

Please join us to provide your comments on this next phase of the project.

Monday, March 30, 2009

4:30pm – 6pm
Alumni Room, Davidson Conference Center
University of Southern California (USC)
3415 S Figueroa St, Los Angeles, CA 90007

Tuesday, March 31, 2009

6:30pm – 8pm
Lake Avenue Church
393 N Lake Av, Pasadena, CA 91101

Wednesday, April 1, 2009

6:30pm – 8pm
Japanese American National Museum (JANM)
369 E 1st St, Los Angeles, CA 90012

Thursday, April 2, 2009

Noon – 1:30pm
Board Room, Los Angeles Central Library
630 W 5th St, Los Angeles, CA 90071



For more information, visit metro.net/regionalconnector or call 213.922.7277.

Scoping Meetings

University of Southern California
3415 S. Figueroa St., Los Angeles

March 30, 2009
4:30 p.m. to 6:00 p.m.

Lake Avenue Church
393 N. Lake Avenue, Pasadena

March 31, 2009
6:30 p.m. to 8:00 p.m.

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

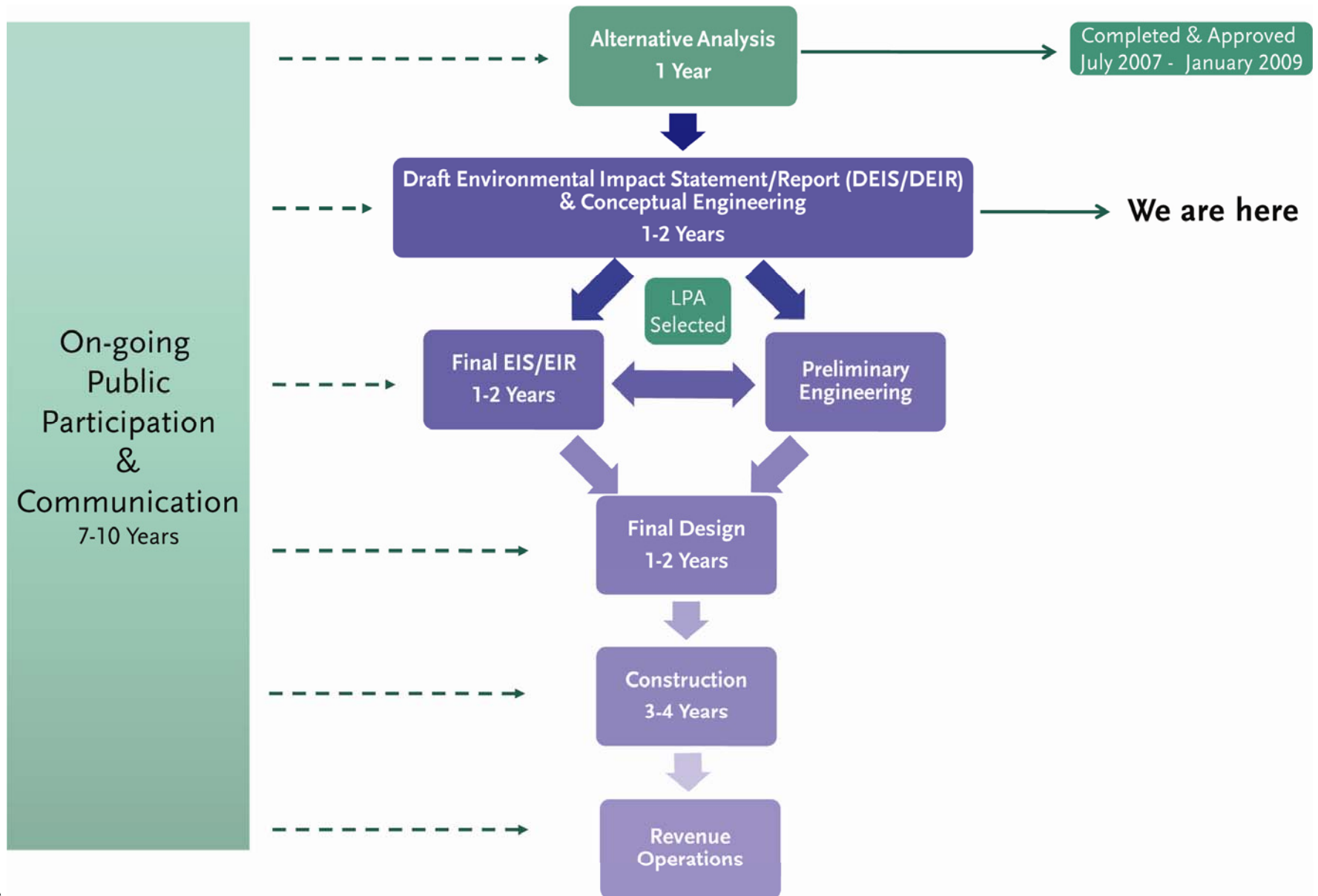
April 1, 2009
6:30 p.m. to 8:00 p.m.

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

April 2, 2009
Noon to 1:30 p.m.



Project Development Process



Metro

Alternatives Under Evaluation

- **No Build**
- **Transportation Systems Management (TSM)**
- **At-Grade Emphasis LRT Alternative**
- **Underground Emphasis LRT Alternative**

No Build and TSM Alternatives

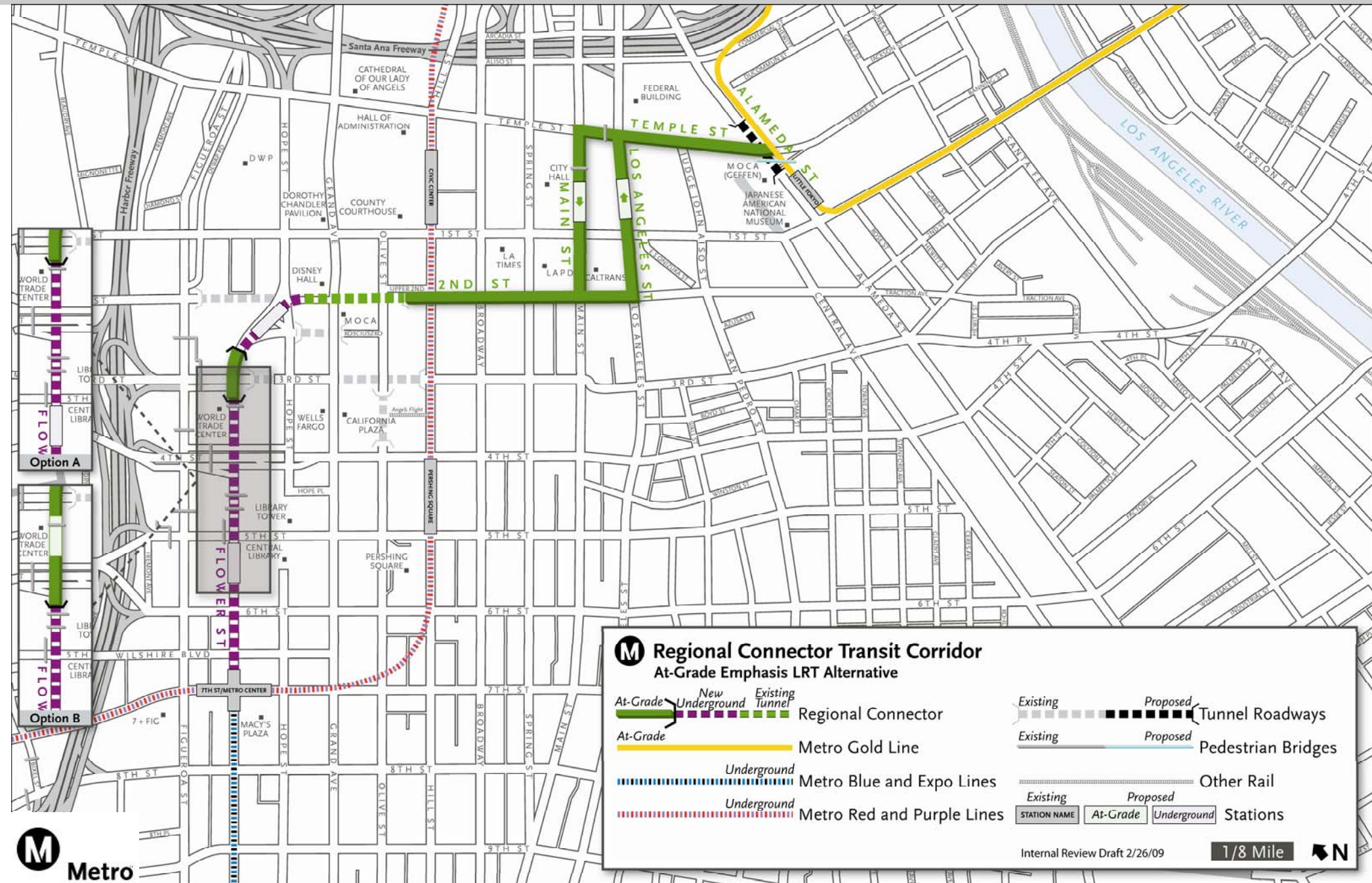
No Build

- No rail improvements other than those planned and included in Metro's 2009 Long Range Transportation Plan (Draft)
- No bus improvements other than normal bus operation growth and adjustments
- Bus operation adjustments for connections to Metro Expo Line & Metro Gold Line Eastside Extension

TSM

- Includes No Build and the addition of 2 shuttle buses linking 7th St. Metro Center Station and Union Station— operating every 2.5 min during peak hours
- Transit Priority System (TPS) could be employed to increase bus speed as well as bus-only lanes where possible

At-Grade Emphasis LRT Alternative

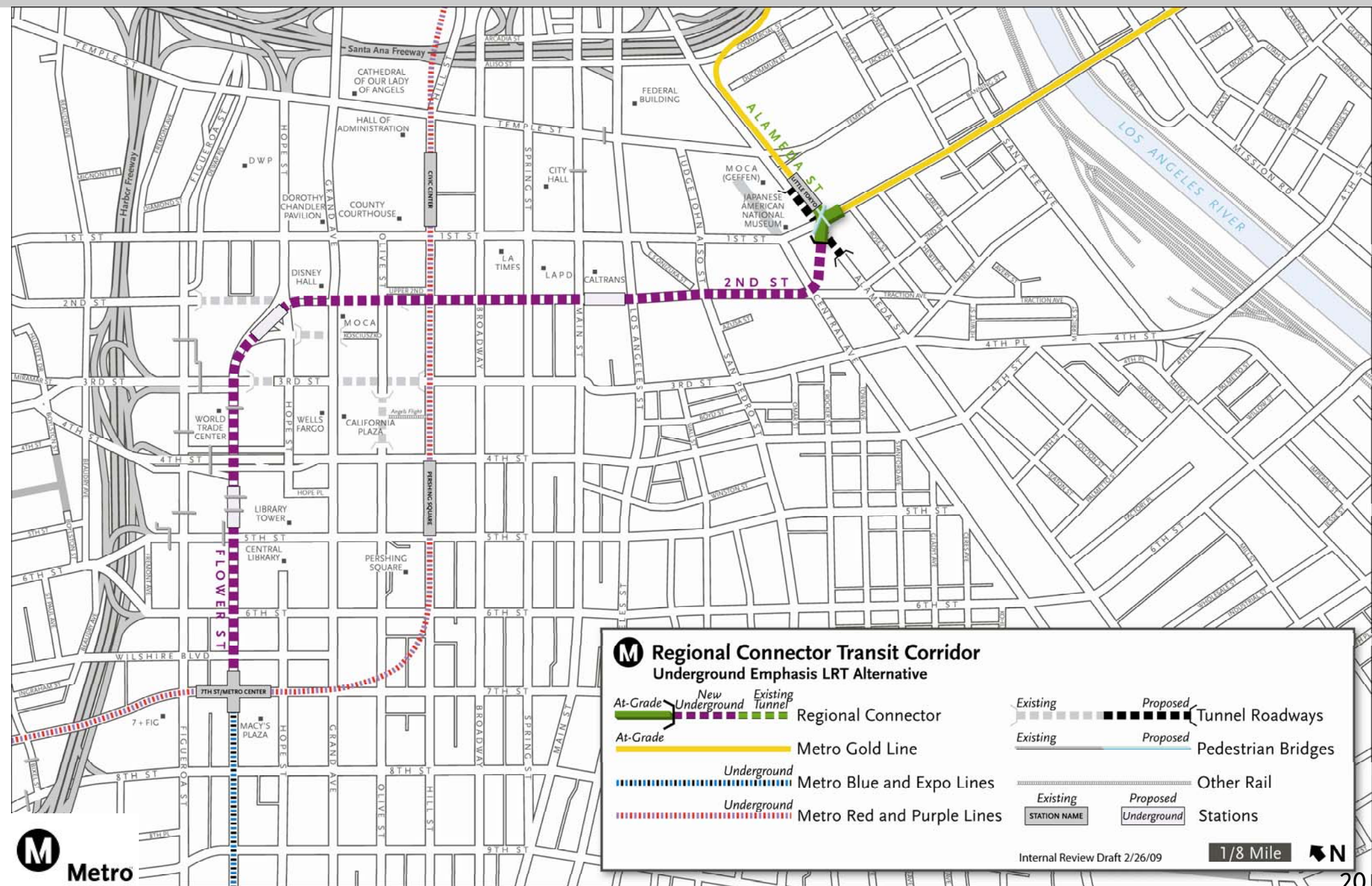


At-Grade Emphasis LRT Characteristics

- Length of new track: 1.8 miles
- Arriving 2.5 minutes during peak hours
- Operates with overhead wires
- Power substations/ancillary facilities
- Underpass at Temple and Alameda, with pedestrian bridge crossing
- Approximate station locations:
 - On Flower between 3rd & 5th Streets (underground or at grade)
 - 2nd & Hope St. (underground)
 - Split station on Los Angeles & Main Streets between 1st & Temple Streets (at grade)
- Existing Little Tokyo/Arts District Station is served by the East/West operation only



Underground Emphasis LRT Alternative



Underground Emphasis LRT Characteristics

- Length of new track: 1.6 miles
- Arriving 2.5 minutes during peak hours
- Operates with overhead wires
- Power substations/ancillary facilities
- Underpass at 1st and Alameda, with pedestrian bridge crossing
- Approximate station locations:
 - On Flower between 4th & 5th Streets (underground)
 - 2nd & Hope Street (underground)
 - On 2nd Street between Main & Los Angeles Streets (underground)
- Existing Little Tokyo/Arts District Station will be served by the north/south operation only









Environmental Issues to be Analyzed

The purpose of the DEIS/DEIR is to further refine the project alternatives and demonstrate project benefits while identifying the potential effects of construction and operation. Measures to enhance project alternatives and to avoid, minimize, and mitigate adverse impacts will be identified and evaluated so that the best project alternative is selected.




- Traffic, Transit & Parking
- Visual & Aesthetics
- Air Quality
- Cultural/Historic Resources
- Safety & Security
- Geology & Soils (Subsurface & Seismic)
- Water Resources
- Biological Resources
- Noise & Vibration
- Energy Use
- Hazardous Materials
- Parks & Other Community Facilities
- Land Use
- Displacement/ Relocation of Uses
- Community Impacts
- Economic Development
- Fiscal Impacts
- Environmental Justice
- Growth Inducing Impacts



DEIS/DEIR Schedule

	2009			2010		
	Mar-April	May-Sept	Oct-Dec	Jan-Feb	Mar-May	June-Aug
NOI/NOP to Prepare DEIS/DEIR	★					
Public Scoping Meetings						
Environmental Analyses & Review					★	
Public Review of DEIS/DEIR						
Selection of Locally Preferred Alternative (LPA)						★
Prepare Request to enter Preliminary Engineering						
Ongoing Public Updates						



-  *Public Participation Opportunities*
-  *Project Tasks*
-  *Milestone: Circulate DEIS/DEIR*

Results of Scoping and DEIS/DEIR

- **Comments will be collected for the record until May 11, 2009**
- **Comments will be addressed in the DEIS/DEIR**
- **Continued public updates and participation**
- **Selection of a Locally Preferred Alternative (LPA) by Metro Board at conclusion of public review process**

Public Comments

- Scoping comment period through May 11, 2009
- Complete comment form
 - At a scoping meeting
 - By Mail: Dolores Roybal Saltarelli, Project Manager
One Gateway Plaza – MS 99-22-2,
Los Angeles, CA 90012
 - Via web: www.metro.net/regionalconnector
 - Email: regionalconnector@metro.net



Environmental Issues to be Analyzed

The purpose of the DEIS/DEIR is to further refine the project alternatives and demonstrate project benefits while identifying the potential effects of construction and operation. Measures to enhance project alternatives and to avoid, minimize, and mitigate adverse impacts will be identified and evaluated so that the best project alternative is selected.

- Traffic, Transit & Parking
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- Biological Resources
- Noise & Vibration
- Energy Use
- Hazardous Materials
- Parks & Other Community Facilities
- Land Use
- Displacement/ Relocation of Uses
- Community Impacts
- Economic Development
- Fiscal Impacts
- Environmental Justice
- Growth Inducing Impacts



Appendix V

Summary of Public Comments, Matrix & Transcripts

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Monday, March 30, 2009

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

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25 Job No.:
B1359NCO

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BEFORE THE METRO

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REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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6 Public Scoping Meeting in the)
7 Matter of:)

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9 REGIONAL CONNECTOR TRANSIT CORRIDOR)

10 PROJECT DRAFT ENVIRONMENTAL IMPACT)

11 STATEMENT/DRAFT ENVIRONMENTAL)

IMPACT REPORT)

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TRANSCRIPT OF PROCEEDINGS, taken at
University of Southern California, Davidson
Conference Center, Alumni Room,
3415 South Figueroa Street, Los Angeles,
California, commencing at 4:50 p.m.,
on Monday, March 30, 2009, heard before
the METRO REGIONAL CONNECTOR TRANSIT CORRIDOR
PROJECT TEAM, reported by MARCENA M. MUNGUIA,
CSR No. 10420, a Certified Shorthand Reporter
in and for the State of California.

1 APPEARANCES:

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

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Facilitator:

ANN KERMAN
Community Relations Manager,
Metro

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1 Los Angeles, California, Monday, March 30, 2009

2 4:50 p.m.

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5 MS. KERMAN: I see I have a card back there, and the
6 Councilman wanted to make --

7 COUNCILMAN LA BONGE: Can I borrow your red pen? Can
8 you get a map up there, where the map is, you know, where
9 it shows --

10 MS. ROYBAL SALTARELLI: Which map?

11 COUNCILMAN LA BONGE: Any one of them. They're all
12 the same.

13 Anybody ever go to the San Diego Stadium to see
14 the Chargers play? They run trains there, sometimes up
15 to 25,000 people. So I think our argument here is the
16 Expo Line is going to allow people to park in Downtown
17 and take the Expo Line to the stadiums, whether it's an
18 SC game or a soccer game or an event.

19 And the other thing I do want to say loud and
20 clear, can we -- how can we get Dodger Stadium into this
21 discussion, truthfully? Do I got to talk to Roger
22 Stoble? He's got six more days, I think. I'll talk real
23 fast. I think it's real important we get Dodgers in
24 there.

25 The other point I want to make here is the

1 concept -- it's a very good presentation that you made,
2 Dolores, and I want to say most people give a PowerPoint
3 presentation and they read everything. You actually
4 highlighted the important things and we all read it by
5 there. That was a very good presentation.

6 Give her a hand.

7 Now, our concept is to go from Pasadena and
8 Long Beach as fast as possible. If I live in Pasadena
9 and work in Long Beach, I don't need to go through
10 Downtown L.A. What if there was some thinking here that
11 got you down Alameda to Hooper and into the regular line
12 or over to Central, because I think the transformation of
13 Alameda and Central will take place in the next few years
14 as it is.

15 So I just wanted to make those two points and
16 thank everybody for being a part of the public process.
17 It's amazing when few people speak, they have a louder
18 voice. So it's important that you're all here.

19 I thank you, Ann. Very good presentation.

20 MS. KERMAN: Thank you, Tom.

21 As we said before, there's going to be three
22 ways -- three or many ways for you to participate in this
23 public process, but the first way we're going to actually

24 do right now is hear your public comments.

25 What I'm going to do is call up three people,

7

1 just to be ready on deck, and then you'll be able to come
2 up to this mike. We'll be setting the timer for two
3 minutes and then hear you, and we have our court
4 reporter. So the first thing I'm going to ask is for you
5 to state your name clearly and then we'll hear from you.

6 So first up will be Craig Thompson. Second,
7 Professor Najm Meshkati, and then Justin Walker.

8 So Craig?

9 MR. THOMPSON: Well, Mr. LaBonge, you stole the words
10 right out of my mouth here with that Downtown connector
11 proposal to run it down Alameda to Washington, west on
12 Washington, hook in with the Y connection to the Blue
13 Line.

14 It will be very cheap. The taxpayers would
15 swallow this up like it was an M&M in it without a burp,

16 because it looks like the cost of such a connector would
17 only be about maybe 500 million or less, rather than the
18 2 to 3 billion that this would cost.

19 Plus, if you wanted to save the Seventh and
20 Metro tunnel for any other purpose, that could be used
21 for going up to Dodger Stadium and beyond, all the way
22 into Glendale and Burbank.

23 The thing here is to get the connector built as
24 quickly as possible and as cheaply as possible, and those
25 two alternatives are not the way.

8

1 Going down Alameda to Washington with a Y
2 connector at Long Beach Boulevard, another Y connector at
3 Flower and Washington, would fit the bill perfectly.

4 Thank you very much.

5 MS. KERMAN: Thank you, Mr. Thompson.

6 Next up, Professor Meshkati.

7 PROFESSOR MESHKATI: Thank you, ma'am. Thank you
8 very much for coming here. I would like to welcome you
9 to our beautiful campus.

10 I'm a professor of engineering here and I know a
11 little bit about light rail and light-rail safety. I
12 have been having two grants on grade crossing and then
13 I've been appointed to review and develop the new update
14 Manuel 57 by TCRB on light-rails design.

15 I would like to really ask MTA this time, with
16 all due respect, to do it right. I've been involved in
17 the case of Exposition light rail as a pro bono expert
18 witness. We fought the Exposition line construction
19 alternative and we won, and I don't want to work another
20 3-, 4-, or 500 hours pro bono to fight MTA to teach them
21 what to do.

22 This report that MTA did on the hazard analysis
23 for the Exposition light rail, my student is here and
24 knows that it wouldn't get more than a C minus in my
25 class, and that's only if I'm in a good mood.

1 Please make sure that your consultants do a
2 great job on hazard and risk analysis. We know how to do
3 it, and don't let us and some other attorneys go and
4 fight MTA again during the evidentiary hearing of the
5 CPUC to convince them that what's the right way to design
6 a light rail.

7 As I said, I speak from experience. I'm a
8 professor of engineering here. I've been recently
9 appointed to the Transportation Research Board, TCRB,
10 panel to do that.

11 By the way, I'm not beating my own drums. I'm
12 not going to be here. I'm not looking for consulting for
13 myself. I have greater students. Next year at this
14 time, I will be at the State Department as a Jefferson
15 science fellow for a year or two years. I'm not doing
16 that for myself. I just want to make sure that MTA does
17 it right, this time at least.

18 Thank you.

19 MS. KERMAN: Thank you, Professor.

20 Next up is Justin Walker, followed by
21 Spencer Kassimir, followed by Roasina Suvaroporn.

22 MR. WALKER: Hello. My name is Justin Walker. I'm a
23 student volunteer with the USC Chapter of CALPIRG, on the
24 Public Transit Campaign.

25 L.A. County, over the last 19 years, we've

10

1 developed a substantial light-rail system, branching
2 throughout most parts of the County; but as we all know,
3 there's a big gap in the middle, and this is a great way
4 to link the gap in the middle of the system. But it's
5 important to recognize that this regional connector will
6 be a core to a system and it must be the most robust part
7 of the system and, therefore, we have to do it right the
8 first time.

9 Digging Downtown is expensive. Disrupting
10 traffic and putting in stations is expensive. So we have
11 to make sure we do it correct with the underground
12 alternative of some sort, and when I say "underground

13 alternative," I'm not referring to the Underground
14 Emphasis Alternative that we see here, but rather a
15 complete underground alternative that involves a grade
16 separation, a complete grade separation, at First and
17 Alameda, 'cause presently there could potentially be
18 trains running from Long Beach to Pasadena, from East
19 L.A. to Culver City, and there's even some interest for
20 trains running directly from East Los Angeles to
21 Pasadena.

22 So that would involve six different train
23 movements moving through the intersection at First and
24 Alameda and, therefore, that would clog up First Street.
25 The current underground alternative involves an at-grade

11

1 crossing with all six movements at First and Alameda
2 going into the transition to the subway section. So,
3 therefore, we have to make sure we do an underground
4 alternative that is strong enough to support

5 two-and-a-half-minute headways. When you have six
6 different directions, you have headways equaling about a
7 minute.

8 So please go with the underground alternative
9 and make sure this is a strong core of the system, with
10 complete grade separation. We can't afford to do it
11 again if we mess up (indicating).

12 MS. KERMAN: Thank you, Mr. Walker.

13 Next up, Spencer Kassimir.

14 MR. KASSIMIR: I also want to voice my support of a
15 fully underground route. This is a major metropolitan
16 area. Coming from New York, I'm surprised that anything
17 is done at grade. With the capacities we have in Tokyo,
18 everything is underground.

19 I just don't see any success in doing it at
20 grade at all, if it's going to increase traffic, not just
21 for cars but buses, at all. I think part of a
22 mass-transit project is not to exacerbate a preexisting
23 problem, but to help assuage it. I mean, definitely it
24 won't cause or encourage more people to ride, but the
25 people who won't ride still won't and then there will be

1 more traffic and more pollution.

2 I think, also, I agree it should be fully
3 underground, mainly for the reason that if you are going
4 to have all these routes coming through, yes, it's going
5 to increase train congestion; but in addition to that,
6 there have been problems with safety in the past at
7 grade, with cars hitting Gold Line trains and Blue Line
8 trains.

9 In addition, those areas do not have safety
10 arms, and still continue not to, in Highland Park and
11 areas of Washington Boulevard.

12 So my confusion again with this is why would we
13 need to choose if we just want a north-south station for
14 Little Tokyo or an east-west? I think we should even
15 maybe wait a little until we have the funds to do it
16 completely and do it right.

17 Thank you.

18 MS. KERMAN: Thank you very much. Next up -- go

19 ahead.

20 MS. SUVAROPORN: I'm Roasina Suvaroporn. I'm a
21 student here at the Engineering Department. I'm also in
22 Dr. Meshkati's class.

23 We're considering human factors in engineering.
24 I also support the underground system, 'cause we've been
25 analyzing the at-grade causing accident for a bit, for a

13

1 semester, last semester, and we've seen at least three
2 accidents that shouldn't have been happened if Metro was
3 really considering safety of our community better than
4 they have been. So, yes, I support the underground
5 system. And correct me if I'm wrong, but isn't the day
6 pass for the Metro \$3 to get --

7 MS. KERMAN: \$5.

8 MS. SUVAROPORN: It went up now? So I think
9 connecting it --

10 MS. KERMAN: It may be for students. It may be less

11 for students.

12 MS. SUVAROPORN: Okay. So I think you're thinking
13 right in connecting all the connections together in one
14 point. That's a way to save money, but my question is
15 how are you guys going to raise money for this project?
16 Like, who's the sponsor and who's going to take charge of
17 this? Thank you.

18 MS. KERMAN: Okay. Thank you very much.

19 Next up is Steve Bagby, Sr., followed by
20 Pat Jones.

21 And I'd like to also invite anyone else that
22 would like to speak tonight to fill out a speaker card.
23 They're available at the back desk. Raise your hand and
24 we'll get you one. And, again, we're very interested in
25 hearing from you on the project purpose, the need, the

14

1 project alternatives, the potential impacts, and

2 mitigations that you think we need to be looking at in
3 this project.

4 So with that, Mr. Bagby.

5 MR. BAGBY: Thank you so much.

6 My name is Steve Bagby, Sr. I'm a member of the
7 Dorsey High Alumni Association and the Fixed Expo
8 Coalition. I'm also the former director of
9 Transportation of Housing for the late Congresswoman
10 Juanita Millender McDonald.

11 I oversaw the Alameda Corridor, so I know a
12 little bit about below grade.

13 I want to commend USC -- first of all, I want to
14 express my regrets for the two students that were injured
15 by a car accident on Hoover and Jefferson yesterday. Any
16 life is too much to lose.

17 We are concerned about -- well, first of all,
18 let me say on a positive note, for the inner-city
19 Los Angeles community, we are very much for the Expo
20 Line. We see its value. We just think it needs to be
21 built safe. I did live in New York for ten years. I
22 don't know why Los Angeles cannot do something that's
23 user-friendly and safe. Your wonderful professor has
24 done a magnificent job going to Dorsey High and Foshay at

25 public meetings, explaining some of the problems, some of

15

1 the faults with the EIR that's been done, and he's to be
2 commended, 'cause he's been doing it pro bono.

3 Let me say that we have a letter that we are
4 soliciting signatures for that is asking the Mayor and
5 the Governor to use Proposition R money to be used for
6 the Expo rail and the H.R. money, the Reinvestment
7 Reconstruction, the Stimulus Package, because technically
8 the Expo Line is shovel ready. It will provide jobs. It
9 will do it safely. Right now, only -- Farmdale at Dorsey
10 is the only location that's left in play that it might
11 remediate students getting injured. Okay?

12 This coming Saturday, from Foshay Middle School,
13 where the California Public Utilities Commission voted
14 not to extend a bridge, we are going to be marching from
15 Foshay to Dorsey from 9:00 to 12:00.

16 MS. KERMAN: Thank you, Mr. Bagby.

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

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

16

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

8 have to stand and wait?

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

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

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

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

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

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

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

12 MR. METCALFE: Thank you very much.

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

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

18

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

6 Thank you.

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

8 Next, Damien Newton.

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

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

13 Second, I know the Alternatives Analysis is over

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

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

19

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

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

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

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

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

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

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

7 Thank you.

8 (Pause in the proceedings)

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

10 We have another speaker.

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

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

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

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

21

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

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

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

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

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

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

21 MR. BAGBY: Thank you so much.

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

22

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

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

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

6 Now, where is the equity there?

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

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

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

4 Thank you so much.

5 MS. KERMAN: Thank you very much.

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

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

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Pasadena, California

Tuesday, March 31, 2009

Reported By:
SHANNON MC KEIGHAN,
CSR No. 13397

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Job No.:

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WORKERS' COMPENSATION APPEALS BOARD
FOR THE STATE OF CALIFORNIA

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

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

1 APPEARANCES:

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

4 FACILITATOR: GINNY CASE, The Robert Group

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1 Pasadena, California, Tuesday, March 31, 2009

2 6:00 p.m.

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5 ANN KERMAN: Thank you, Dolores.

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

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

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

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

So with that, I would like to begin our public

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

3

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

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

23 We do not need to take this line through the

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

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

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

8 Thank you.

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

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

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

crossing and even just close off the First Street portion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 parking structures, but we need an underground system.

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

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

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

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

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

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

in

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

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

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

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

24

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

25

followed by Harold Leacock, followed by Brigham Yen. And

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

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

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

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

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

because I know the traffic on the bus through downtown.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

followed by Richard Powers, followed by Whitman Lam.

1 Brigham left? Okay. Richard Powers.

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

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

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

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

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

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

1 Whitman Lam, followed by Jim Shafer, followed by
2 Joel Covarrubias.

3 WHITMAN LAM: Hi my name is Whitman Lam. I'm a
4 member of the Transit Coalition. Now, I mean, look at other
5 cities. You know, we have been to other cities; right?
6 And, you know, you see how useful their transit systems are,
7 how efficient they are, how many people are using them.

8 Not just, you know, just on the weekends, but
9 actually using them in their daily lives. I've been to
10 New York. I've been to Boston. I've been to San Francisco,
11 London, Paris, you know, Berlin. And I mean, it's a totally
12 different world out there.

13 And none of the people here -- a lot of us an
14 Angelinos don't realize that way of life, you know. London
15 has an underground. New York City, underground. Okay.
16 Paris, underground. Why not us? Why do we have low
17 expectations for transit systems?

18 You know, I think that we need to invest more.
19 I think that people -- you know, this is a good thing.
20 People are here. People know the importance of mass
21 transportation. You know, all of you bring your friends,
22 bring your family next time, okay.

23 You know what, let's get on the bus. Let's get
24 on the train. Okay. Let's get the city moving. This is a

25

very positive thing to have all you guys here. And you know,

1 I think that, you know, when we empower ourselves, when we
2 come to these meetings, when we bring out ideas, you know,
3 ideas -- I mean, all over the world, Tokyo.

4 Everywhere they've already got their thing built.
5 Okay. They've got their, you know, they're connecting
6 systems. They've got high speed rails, which we don't have.
7 I mean, they have trains that actually go to the airport,
8 not just stop, like, a mile away. Come on, let's hop on
9 the bandwagon on here. Yeah, go team.

10 ANN KERMAN: Thank you, Mr. Lam. Jim Shafer, followed
11 by Joel Covarrubias. And again, I invite anyone that would
12 like to make a comment, raise your hand, we will get you a
13 comment card.

14 JIM SHAFER: Hi, my is Jim Shafer. I want to speak
15 very enthusiastically in favor of the project in general,
16 especially the underground alternative.

17 I live a couple of blocks away from -- well, I
18 live at Fourth and Main, so this would be incredibly useful
19 to me and all the other people who live downtown or moved
20 downtown in the last ten years. Not to mention the people
21 who already were living there.

22 And the idea of having a train go down Alameda
23 to Washington is a great idea, but to me, in addition to

24 this project, to give more access to parts of downtown. And
25 I also like the station placement that you're thinking of.

1 Especially the one serving Bunker Hill and the office
2 workers up there and the cultural buildings, Disney Hall
3 Music Center, as well as the one right by the new police
4 station at Second and Main and the one over by the library.

5 So I've also lived in a place that has really
6 good public transportation. I lived in Mexico City for
7 three years. It's not a perfect system, but it is very
8 easy to get around the city using their Metro. Like, I
9 don't know, 200 stations that cost a dime, and you can
10 transfer as many times as you want. So I also agree to
11 move in that direction. Thanks.

12 ANN KERMAN: Thank you very much, Mr. Shafer. Next I
13 have Joel Covarrubias. And again, I invite anyone that
14 would like to speak, raise your hand, we will get you a
15 speaker card.

16 JOEL COVARRUBIAS: Hi, I don't have any prepared
17 remarks. I just dropped in here, but I did -- I am a long
18 time transit rider. I took the Blue Line on it's first day
19 and was disappointed when I only got to Pico Station.
20 Didn't quite make it all the way underground. And it took
21 a little while before they eventually built it all the way
22 under to Metro center.

23 And even when that happened -- even when that
24 opened up, you know, you couldn't help but think about the

possibilities of just continuing on to Pasadena. They had

1 the little sign up there at the top that said, "Blue Line
2 to Pasadena." Eventually, they -- I don't know if they
3 took that out or what.

4 Anyway, it will be good to see this train
5 when it eventually gets built. Travel all the way through
6 downtown and get to the other side. It's a long time
7 coming. And as other people have said, you know, this
8 is a no-brainer.

9 You know, this is the type of thing that other
10 cities have had for decades. So, it's real good to see
11 all of the enthusiasm in L.A. right now for transit
12 measure or passing.

13 So let's not skimp on it. Let's do it right.
14 Let's put it underground. I like the underground option.
15 It hits some good locations, Bunker Hill, the Central
16 Library, the City Hall, all of that. So let's do it
17 right and not cut corners. Thank you.

18 ANN KERMAN: Thank you very much. Well, it's now 7:30.
19 We are going to be here until 8:00 o'clock. So if anybody
20 else is brave enough to come to the mic, we'd be delighted
21 to hear from you.

22 If you prefer to put your comments in writing,
23 again, we will be here for another half hour. Take the
24 time. Write them out for us. There will certainly be

other ways for you to be in touch with us. Again, we

1 are taking comments through May 11th and we want you to
2 stay informed with this project.

3 So to do so, you may log into our web site.
4 It is Metro.net/regionalconnector. We will be engaged
5 in the community throughout the process. So stay tuned
6 because there will be further follow-up meetings for all
7 of you that would like to attend.

8 And make sure that we have your correct contact
9 information at the registration desk so we can keep you on
10 our e-mail list; keep you posted when our following meetings
11 will be. And again, feel free to check in at the web site.

12 So with that, we're here. The boards are in
13 the back. There's cookies, coffee, water. So please,
14 help yourself and I thank you all for being here tonight.

15 (Proceedings concluded at 8:00 p.m.)

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BEFORE THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

Public Hearing in the Matter of:)
)
REGIONAL CONNECTOR TRANSIT)
CORRIDOR PROJECT)
_____)

TRANSCRIPT OF PROCEEDINGS
Los Angeles, California
Wednesday, April 1, 2009

Reported by:
MELISSA TRESSEN
CSR No. 13367
Job No:

1 APPEARANCES:

2 METRO PANEL CLARISSA FILGIOUN
MEMBERS: DOLORES SALTARELLI

3
4 FACILITATOR: GINNY CASE
THE ROBERT GROUP

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9	RYAN STERN	11
10	EDIE GLASS	12
11	DEBBIE KIM	13
12	BRYAN ALLEN	14
13	CHARLES ADELMAN	17
14	GERALD PASS	17
15	JOANNE KUMAMOTO	18
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1 Los Angeles, California, Wednesday, April 1, 2009

2 6:30 p.m.

3

4

5 MR. AGNEW: Hi. My name is John Agnew, no
6 relation. Firstly, I'd like to say that I'm a huge fan
7 of Transit and Light Rail. I'm originally from
8 Australia, where we have a lot of light trains. So I'm a
9 big fan of this, and I regularly ride both of these
10 lines.

11 I go out to Arcadia to get my car serviced,
12 and I've ridden my bike down to Long Beach a number of
13 times, and I even caught the train back. So I'm
14 familiar with both of the lines that you guys are
15 proposing in connecting.

16 I'm very much in favor of the system being
17 built out; however, with that being said, I'm very much
18 in favor of the below-ground option. Mostly, I see,
19 driving around town, the Blue Line and the traffic
20 congestion that happens.

21 I think it's also going to be safer to be
22 below ground, quieter, and also for aesthetic reasons,
23 it would be nice if it was below ground.

24 Thank you.

25

MS. FILGIOUN: Thank you very much, Mr. Agnew.

1 Joan Springhetti, Russell Brown.

2 Sorry. We'll start you off at two minutes.

3 MS. SPRINGHETTI: Good evening. My name is
4 Joan Springhetti. I'm here representing the Higgins
5 Building, which is at the intersection of 2nd and Main,
6 which is on the route.

7 The homeowners' association, like many of our
8 neighborhood residents and business leaders, and stake
9 holders, wants to reiterate in the strongest terms our
10 support for the responsible building of the Regional
11 Connector below-grade project and our categorical
12 objection to opening it as an at-grade project.

13 As you consider your proposal, we ask that you
14 consider the many benefits of the below-grade project
15 over the at-grade project. The below-grade option will
16 allow for greater efficiency of the regional transit
17 system. It will be safer. It will be less disruptive.
18 It will encourage a pedestrian-friendly downtown.

19 It will cost the city less in the long run,
20 and it will improve the quality of life for existing and
21 future downtown residents. 2nd Street is part of the
22 functional historic and fine fabric of downtown.
23 Converting it into a rail corridor would be devastating.

24 While building this project below grade will

25 also create significant disruptions, we believe many of

1 those can be mitigated. If built responsibly, this
2 project can be an asset for downtown residents, workers,
3 and businesses as well as for cross-county travelers.

4 Thank you.

5 MS. FILGIOUN: Thank you.

6 Russell Brown, Dennis Allen, and James Okazaki.

7 MR. BROWN: Russell Brown. I'm president of the
8 Downtown L.A. Neighborhood Council, also executive
9 director to the Historic Downtown B.I.D., and chair of
10 the district for our community for downtown.

11 All three groups have been very involved in
12 this process and unanimously support the underground
13 proposal and have very, very significant concerns about
14 the above ground.

15 Any demonstration that happens all the time;
16 filming, a single car blockage, a pedestrian, a dropped
17 package, a stroller, any kind of traffic accident will
18 literally paralyze the entire system in the county.

19 All you have to do is look at
20 Washington Boulevard, and you can see what an unfriendly
21 neighbor the rail down the middle of the street -- now,
22 if this will be the entrance to the related project,
23 Grand Avenue Park, and the Historic District, you'll
24 literally be bisecting the neighborhood.

Also, if you look at what this will do in

1 splitting Purple Tokyo, that's not very pedestrian
2 friendly. Also, we have significant concerns about the
3 location of the station near Caltrans and Vibiana with
4 the 150-year-old cathedral, and we suggest a linkage
5 much closer to Broadway and Hill that would align the
6 two lines of the proposed street car would also connect
7 with the Red Line.

8 So you could have stations both in the north
9 and south in order to connect up with the Red Line, and
10 also, to offer significant transporting and development
11 opportunity near the gateway that is at 2nd and
12 Broadway.

13 Also, all you have to do is look at safety and
14 security concerns at City Hall. To have transit on both
15 sides of the City Hall, you can also block the entire
16 system.

17 Thanks.

18 MS. FILGIOUN: Thank you, Mr. Brown.

19 Followed by James Okazaki and then
20 Mizue Katayama.

21 MR. DENNIS ALLEN: Hi. My name is Dennis Allen.
22 I'm with Los Angeles Streetcar, Inc. We are a nonprofit
23 organization with the goal and intention of building a
24 modern day streetcar system in downtown Los Angeles.

First of all, I'd like to give our absolute

1 support of the Regional Connector. We're obviously big
2 fans of public transit, and I think the Regional
3 Connector makes a lot of sense for connecting all of the
4 transit projects in Los Angeles.

5 Secondly, we would like to express also our
6 preference for the underground alternative for the
7 Regional Connector. One of our goals as a regional
8 circulator -- or an internal circulator in the downtown
9 area, we've tied into transit as well as we possibly
10 can.

11 I think that the underground alternative does
12 that best, as well as puts the station a little closer
13 to Broadway and Hill and some of the other proposed
14 routes that we're looking at as well. So all those
15 things in mind, I think we definitely prefer the
16 underground alternative.

17 Thank you.

18 MS. FILGIOUN: Thank you very much, Mr. Allen.

19 Do we have any more speakers cards that I can
20 add to my stack as we wait for Mr. Okazaki?

21 Thank you, Mr. Okazaki.

22 MR. OKAZAKI: James Okazaki. I'm representing the
23 Nisei Week Foundation. I'm also a member of the
24 community council. Myself, being a professional

25 transportation, having worked on every single rail type

1 projects, I support and our organization supports the
2 subrail, not the at-grade and definitely not the T.S.M.
3 existing system.

4 Obviously, for safety, schedule reliability,
5 and performance, as well as disruption -- having less
6 disruption and construction, I do want to stress some of
7 the things that need to be done in work that the A.A.
8 did not do, and that is both detail analysis of traffic.

9 Particularly, the capacity and operation on
10 analysis on 1st and Alameda, where you're going to have
11 an at-grade alignment across Alameda. The station
12 location also is a little problematic for little Tokyo
13 because east side Light Rail is not going to stop at
14 Little Tokyo.

15 And I know you're calling the station between
16 Main and L.A. Little Tokyo Station, I think Little Tokyo
17 would be between L.A. and San Pedro. And T.O.D.'s
18 possibly there, too, on the related project site.

19 I know you got to push to the West and you
20 gotta push to the East. And maybe that's why you
21 selected the site, right in the middle, opposite the --
22 we would like -- the Little Tokyo community would like
23 to have the station further east considered.

24 The last thing is the concern about

25 construction impact. Even if you do your tunnel work,

1 there's going to be some impact, and we want to make
2 sure that doing the construction with the station as
3 well at the tunnel operation, that you definitely work
4 towards mitigating all the impacts.

5 Thank you.

6 MS. FILGIOUN: Thank you very much, Mr. Okazaki.

7 We have Mizue Katayama, Ryan Stern, and then
8 Edie Glass.

9 Mr. Stern -- Ryan Stern, do you mind coming up
10 next?

11 Edie Glass, and then Debbie Kim.

12 MR. STERN: Hi. I'm Ryan Stern, and I'm a neighbor
13 here at Little Tokyo, and like everyone whose come
14 forward here, I absolutely support -- I'm ecstatic about
15 this project.

16 I was helping to convince people to vote yes
17 on Measure R. I would show them a picture of the
18 Regional Connector map. And sometimes they would
19 confuse it for B.A.R.T. up in San Francisco. I say,
20 "No, this isn't San Francisco. This is what L.A. could
21 become."

22 To the people that are using doom and gloom to
23 describe the above-ground covert, let's not go really
24 crazy. I used to live in Culver City, and there were a

25 lot of people that were freaked out about the Expo, and

1 a lot of people are still freaked out about the Expo
2 Line and describing the above ground as highly
3 disruptive.

4 Guess what? We've got sirens; we've got busy
5 streets. We live in downtown. Downtown is disruptive,
6 but downtown is also very dense, and I think that the
7 density of downtown, unlike Culver City, where I used to
8 live, does make the underground option of a little bit
9 more of a useful thing to explore surface rail down here
10 to be frequently stopping and should give a lot of
11 possibility to commercial businesses.

12 And I think that from the Regional Connector,
13 we need to preserve the rapid transitness (sic) of the
14 current Blue Line and Gold Line. So there's a balance
15 that needs to be struck. I wouldn't say that we
16 shouldn't get all bent out of shape about the above
17 ground option.

18 It has to be explored, but I think that the
19 preference, at least in my opinion, again, would be
20 going for going below grade, and I think that's all I
21 have.

22 Thank you.

23 MS. FILGIOUN: Thank you very much, Mr. Stern.

24 Edie Glass, Debbie Kim, and then Bryan Allen.

25

MS. GLASS: Hello. My name is Edie Glass. I've

1 been a rider of public transportation for many years. I
2 would like to say that I'm very much in favor of this
3 project; however, where it's necessary for an at-grade
4 construction, I'd really like to see more green spaces.

5 I spend a lot of time waiting in the area
6 where I'm taking public transportation, standing in the
7 sun where there is absolutely no shelter. I think that
8 if we're really concerned about the environment, we
9 would create more green spaces around the areas where
10 the buses stop so that we're not sitting, waiting in no
11 shade, rather than making those spaces into parking lots
12 where more congestion would exist. We should have an
13 opportunity to sit and have more shade and green.

14 MS. FILGIOUN: Thank you very much, Ms. Glass.

15 Debbie Kim, followed by Bryan Allen.

16 Before Ms. Kim starts, do I have any more
17 speakers cards that I can gather up?

18 Thank you, Ms. Kim. Go ahead.

19 MS. KIM: Good evening. I just wanted to share
20 with you just the perspective from someone who lives at
21 the Higgins Building. We're on the route on the
22 2nd Street and Main Street, and I live on the second
23 floor.

24 So that would be exactly -- if we were to go

25 with the at-grade, I would be looking right out my

1 window at the cables, I think, and the cars going by.
2 And I think the hours were all week. I think -- I don't
3 know -- past nine o'clock. I mean, it would be all
4 night.

5 So basically, I live on the second floor.
6 That's my house, my home, and I would be looking out my
7 window, and this is what I would see. So obviously, the
8 underground option would work for me, and, I think, for
9 everyone that lives there. And that's just from my
10 perspective of course.

11 But as Joan pointed out, that's our little
12 neighborhood. I have a dog. We walk our dogs right
13 there. I see neighborhood families with their children,
14 and we know those accidents that happen up in those
15 areas where the metros have accidents easily.

16 And I can't imagine having something like that
17 right at 2nd and Main. That would be a disaster. So
18 underground is definitely the way to go.

19 Thank you.

20 MS. FILGIOUN: Thank you, Ms. Kim.

21 Mr. Allen.

22 MR. BRYAN ALLEN: My name is Bryan H. Allen.
23 Obviously, I'm a bicyclist. And I have a 31-year
24 history of observing the institutional investigations in

25 this county since 1978.

1 First, I must protest -- legal -- I must lodge
2 a legal protest against the two-minute limit described
3 here. The C.E.Q.A. document and the N.P.A. document
4 will be comprised of tens of thousands of words. To
5 limit people's testimony on that scope to two minutes is
6 legally not reasonable, especially considering the small
7 number of speakers here tonight. I expect having to
8 engage attorneys to represent me on this point, and I
9 solidify here.

10 Ladies and gentlemen, the formal purpose of
11 this meeting is to refine the scope of the C.E.Q.A.
12 document, the Environmental Impact Report, and the
13 N.E.P. document, the Environmental Impact Statement.

14 How many of you here have actually bothered to
15 read the guidelines of -- or speculate under the
16 California Code of Regulations that actually bothered to
17 read the guidelines for the preparation of the E.I.S.
18 and the Code of Regulations?

19 I have.

20 Let me see the hands of those of you who have
21 also reviewed these documents.

22 Uh-huh, as I expected.

23 Ladies and gentlemen, especially the C.E.Q.A.
24 document -- the state document -- the scope of it is

25 limited to considering only the potential adverse

1 impacts upon the physical environment. It is not even
2 permitted to consider the social impact or social
3 benefits of a project except in considering the
4 significance or insignificance of a proposed impact or
5 predicted impact upon the physical environment.

6 Ladies and gentlemen, most of the comments,
7 excuse me, here today, unfortunately, are legally not
8 relevant. I have seen many reports in the past. I've
9 participated in many. Most of your comments will say
10 something like "comment noted" and do nothing more than
11 that. Because unfortunately, they have not bothered to
12 inform you of your duty under law to testify and
13 moreover --

14 MS. FILGIOUN: Mr. Allen, your time is up.

15 MR. BRYAN ALLEN: They refuse to --

16 MS. FILGIOUN: Mr. Allen, I'm asking you --

17 MR. BRYAN ALLEN: I shall conclude by saying that I
18 request --

19 MS. FILGIOUN: -- to keep your comments under two
20 minutes like everyone else --

21 MR. BRYAN ALLEN: I request that all non-C.E.Q.A.,
22 non-N.E.P.A. documents be addressed by the F.T.A. and
23 the L.A.C.M.T.A. in an appendix --

24 MS. FILGIOUN: Your comments are being recorded.

25 Thank you very much, Mr. Allen.

1 Mr. Charles A. Adelman. Thank you, sir.

2 MR. ADELMAN: Hi. My name is Charles Adelman, and
3 I've ridden transit all over the world, basically. And
4 my first comment is: Picture a train coming down
5 2nd Street every two-and-a-half minutes in each
6 direction. It's already a busy street. That doesn't
7 work. Major traffic tie up and major traffic
8 congestion. It needs to go underground.

9 Second problem, the proposed junction, Alameda
10 and 2nd. A single-level junction, as it is being
11 proposed here, is either going to bring separate streets
12 by elevating the street over it or running the street
13 under it, still cannot accommodate a train every
14 two-and-a-half minutes in each direction.

15 It really needs to be split-level junction
16 underground. And it needs to be predesigned so that
17 that station can preserve all trains.

18 Thank you.

19 MS. FILGIOUN: Thank you, Mr. Adelman.

20 We are here through eight o'clock. So we will
21 continue to take comments up until then. So, again, we
22 ask that you limit your comments to two minutes, should
23 you like to speak.

24 Please state your name.

25

MR. PASS: Gerald Pass. Just real quickly, I did

1 write the -- and I never got the chance to actually say
2 it.

3 I just really believe that the east-west
4 alignment, the actual names of the routes should be
5 reflective of single directions one way, which is to say
6 that the east L.A. extension, the Gold Line, I think,
7 should remain Gold; whereas, the Expo Line can take
8 on -- remain Gold.

9 MS. FILGIOUN: Thank you, sir.

10 It's now about 7:30, and we will continue to
11 take your comments, as I mentioned earlier, until 8:00.

12 We have JoAnne Kumamoto. Thank you, JoAnne.

13 MS. KUMAMOTO: Thank you. My name is JoAnne
14 Kumamoto, and I'm with the Little Tokyo Community
15 Advisory Council. I was going to give my time to James.
16 I think we both agree on this discussion, but James has
17 the notes.

18 MR. OKAZAKI: Thank you, JoAnne.

19 MS. FILGIOUN: Keep it to two minutes, please.

20 MR. OKAZAKI: I would like to put on the record
21 that JoAnne and I have been talking for a while, and
22 we've been analyzing the station spacing, and we thought
23 the east-west alignment along 2nd Street kind of got
24 gyped in choice of number of stations.

The proposal talks about a single station

1 between L.A. Station and San Pedro, and I think the
2 Little Tokyo community wants to support the -- all the
3 activities that have been proposed to Broadway, including
4 the trolley rail.

5 So I think they should give a station near
6 Broadway, but Little Tokyo would still like to get a
7 station. We think there should be two stations along
8 the east-west alignment between the Music Hall and the
9 1st and Alameda Stations.

10 So looking at the spacing of the stations, we
11 think that makes more equal distance for walking to
12 these stations. So we're recommending that the
13 environmental impact analysis -- that you take a look at
14 an additional station on 2nd Street.

15 Thank you very much.

16 MS. FILGIOUN: Thank you, Ms. Kumamoto.

17 (Proceedings concluded at 8:00 p.m.)

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Thursday, April 2, 2009

Reported by:
MARCENA M. MUNGUIA,
CSR No. 10420
Job No.:

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BEFORE THE METRO

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_____)

TRANSCRIPT OF PROCEEDINGS, taken at the
L.A. Central Library, 630 West Fifth Street,
Los Angeles, California, commencing at 12:00 p.m.,
on Monday, April 2, 2009, heard before the
METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM,
reported by MARCENA M. MUNGUIA, CSR No. 10420,
a Certified Shorthand Reporter in and for the
State of California.

24

25

1 APPEARANCES:

2 Metro Presenter: DOLORES ROYBAL SALTARELLI
3 Transportation Planning Manager,
4 Metro

5 Facilitator: ANN KERMAN
6 Community Relations Manager,
7 Metro

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1 Los Angeles, California, Monday, April 2, 2009

2 12:00 p.m.

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5 MS. KERMAN: Thank you, Dolores. We're going to get
6 set up here with our second mike and what I'd like to
7 invite all of you to do is if you wish to make comments
8 today, to fill out a speaker card.

9 Can you hear me? Good.

10 Fill out a speaker card. I will be calling up
11 three names at a time and what you will then do is you'll
12 have the two minutes to speak. We will be capturing all
13 of that by our court reporter and we will be here until
14 1:30 taking comments. So even if you're done speaking,
15 we'll still be here, just in case you want to come up and
16 make a comment.

17 As you come up, you'll be speaking from the
18 microphone to your right. I ask that you state your name
19 clearly for the public record.

20 And we again welcome all of your comments.

21 First up, Craig F. Thompson, followed by
22 Kymberleigh Richards, followed by Arnold Sachs.

23 MR. THOMPSON: I'm Craig Thompson, founding member of
24 the Citizens for Better Mobility. And we believe that

25 although the Downtown connector is a very good idea,

1 these two alternatives look quite expensive (indicating)
2 when a cheaper alternative and one that functions just as
3 well exists. It is quite possible to take this line
4 straight down Alameda Street to Washington to make the
5 west turn on Washington to hook up with the preexisting
6 Blue Line.

7 Furthermore, there could be also a junction
8 installed at Flower and Washington to make the connection
9 to the Expo line.

10 Why do we have to spend so many millions of
11 dollars on tunneling when it could be saved just by
12 dropping in two stations, one at Seventh and Alameda and
13 the other one at Olympic, and you've got your low-cost
14 connector and it achieves all of the purposes of the
15 connector without the high cost of tunneling.

16 Thank you.

17 MS. KERMAN: Thank you, Mr. Thompson.

18 Kymerleigh Richards, followed by Arnold Sachs,
19 followed by Scott Sookman.

20 MS. RICHARDS: Thank you, Ann. I'm going to face the
21 counter.

22 Kymerleigh Richards, Public and Legislative
23 Affairs Director, Southern California Transit Advocates.
24 We support the underground option. Given the traffic

25 issues in Downtown Los Angeles, we believe even having

1 part of it at grade would create operational problems and
2 would actually worsen the mobility for those that
3 continue to drive in the Downtown region.

4 In direct response to the previous commenter,
5 knowing what I know about Alameda Street, I don't believe
6 that's a viable option because these two options create
7 station location within the heart of Downtown, which is
8 where the people are that need the service. Alameda is
9 at the eastern edge of the Downtown area and, quite
10 honestly, there would be much more of an
11 interconnectivity issue there. To operate along Alameda
12 would require additional feeder bus service, which does
13 not now exist, in order to get from those stations into
14 the heart of Downtown.

15 For that reason, I am inclined to reject the
16 previous commenter's suggestion. And, again, we are in
17 support of the underground option which is contained
18 within the presentation.

19 Thank you.

20 MS. KERMAN: Thank you, KyMBERleigh.

21 Next up, Arnold Sachs, followed by
22 Scott Sookman, followed by Nate Zablén.

23 MR. SACHS: Good afternoon. Arnold Sachs, a transit
24 rider. Your example of three transfers for a trip from

25 Pasadena to Staples Center, maybe you can explain to the

1 public why the 1.6-mile gap exists. When the Blue Line
2 was first considered in your original scoping meeting in
3 October, they mentioned that the original -- that one of
4 the possibilities was the original Blue Line plan, which
5 meant that the original Blue Line would have gone from
6 Pasadena to Union Station. Why the 1.6-mile gap exists,
7 if they would have studied that -- the Blue Line opened
8 up in 1990 -- they would have had planning to go from
9 Seventh and Metro to Union Station.

10 The new part of this project is an at-grade
11 crossing. Why somebody would consider putting the train
12 in front of City Hall, beyond me. Have you tried to get
13 into City Hall lately with the security measures? You're
14 not going to have a train there.

15 Everything old is new again. This is just
16 reselling old stuff. I'd like to point out that this
17 (indicating) is a flyer you get from Metro. Down in the
18 corner, here is an articulated bus that they discontinued
19 in 1983 (indicating).

20 They spent a billion dollars fighting a Consent
21 Decree to put more seats on buses. Then in the years --
22 in early 2000, they came out with new articulated buses.
23 I can't imagine Metro's going to spend 10 million dollars
24 on tunneling equipment to build tunnels from Seventh and

25 Metro to Union Station and not be able to use that

1 equipment again.

2 And just remember, by not building this part of
3 the tunnel in the beginning, it changed the whole
4 infrastructure for the Metro plan and for the Red Line
5 also.

6 Thank you.

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

8 Next up, Scott Sookman, followed by Nate Zablen,
9 followed by B.H. Allen.

10 MR. SOOKMAN: Hello. My name is Scott Sookman. I
11 live Downtown.

12 As far as the last commenter goes, I think we
13 probably would be here until the sun went down if we went

14 into all the reasons why the Blue Line was not connected
15 and constructed to Pasadena in 1990, but there probably
16 were three reasons at the time, and those were politics,
17 politics, and politics. I just have a couple of points.

18 Looking at this system and what it does, I think
19 it's a very good value for the money. If you look at
20 most Metro systems around the world, what a lot of them
21 or most of them do is they have services sharing the same
22 tracks, and that's what this would allow the Metro system
23 to do; provide trains going to different destinations,

24 sharing the same tracks, and that adds a lot of utility
25 to the system as a whole. It allows people different

1 choices in destinations and where they're going. And
2 now, since we're going to have a line going to the east,
3 we're going to have the Expo Line going out to the west,
4 we've got almost every point of the compass covered once
5 those open, so in order to connect all those points of
6 the compass, this is a very good project.

7 It has to be underground. Quality doesn't cost.
8 It pays, since we have the Measure R funds available,
9 since we have hopefully some Stimulus Funds from the
10 Federal government available also.

11 Let's invest in a grade-separated route, the
12 Regional Connector underground, and let's add a lot of
13 utility to the Metro Rail System and let's make it a
14 world-class rail system.

15 Thank you.

16 MS. KERMAN: Thank you, Mr. Sookman.

17 Next up, Nate Zablen, followed by B. H. Allen,
18 followed by Tracey Chavira.

19 MR. ZABLEN: I'm Nate Zablen, and I'd like to suggest
20 the underground alternative to me would be the best. It
21 would avoid a lot of the traffic and possible delays you
22 get with the demonstrations and pedestrian traffic, so I
23 think the underground alternative is preferable.

24 On the other hand, though, I do think there

25 should be a station closer to the Civic Center; in other

1 words, City Hall, the Federal Building, the Federal
2 Courthouse. You have a lot of potential riders there and
3 there's a lot of traffic.

4 I think the present station on Second Street is
5 a little far from the center and I think to attract a lot
6 of riders and make it work, we need people commuting.
7 They should have it right near the City Hall area and the
8 Federal building.

9 Also, I think it should be possible for a
10 transit rider to take the train from Pasadena and go all
11 the way to Santa Monica. I think there should be through
12 trains not only from Pasadena to Long Beach, but from
13 Pasadena to the Westside. I think that would encourage a
14 lot of riders and make it easier; and, also, to
15 University of Southern California, an important employer
16 in this area, which a lot of people work for.

17 So I think these are alternatives to be
18 considered and, also, it's important to get that station
19 as close as possible to the Disney Hall and the Music
20 Center so you can just get out of that station and just
21 walk up to it.

22 This is a little bit further, but I think -- I
23 favor the underground alternative, but I think there
24 should be some moderations to encourage a greater

25 ridership and make it more convenient for people from

1 other parts of the region to get through and go take the
2 train all the way to their destination, not having to
3 transfer.

4 Thank you very much.

5 MS. KERMAN: Thank you, Mr. Zablen.

6 Next up, B. H. Allen, followed by Tracey
7 Chavira, and I'd like to invite anyone else that would
8 like to speak to fill out a card. You can raise your
9 hand.

10 Mr. Allen?

11 MR. ALLEN: For the court reporter, my name is
12 spelled B-r-y-a-n A double l-e-n.

13 Obviously, the helmet advertises that I am a
14 nonmotorist bicyclist. I have painful experience through
15 nearly 31 years, since I was a young adult in 1978,
16 observing the institutional and bureaucratic failures in
17 transit in L.A. and Orange Counties.

18 The LACTC first studied the Downtown connector
19 in the Pasadena Line at UNO Initiative in 1986, not 1990,
20 ma'am, and in the Long Beach Line from 1982 to 1985.

21 MTA failed to tell you, ladies and gentlemen,
22 today's purpose is not to ask you your opinions on what
23 should be built, but to seek --

24 MS. CASE: Mr. Allen, I've stopped the timer. I've

25 stopped the timer. You need to move your mouth away from

1 the speaker so the reporter and the public can hear your
2 comments.

3 MR. ALLEN: -- but to seek your opinions on what
4 should be included in this scope or range of information
5 of the future environmental document. The State's CEQA
6 and Federal NEPA prescribe what must be included. I have
7 personally reviewed key parts of the regulations in Title
8 14, California Code of Regulations, and Title 40,
9 California Code of Regulations. By a show of hands,
10 raise your hands, how many of you also have read those
11 regulations? I thought so.

12 CEQA prohibits even considering social impacts
13 for most purposes; only the significant adverse effects
14 upon the physical environment. Did you know that if you
15 fail to address that, MTA will ignore you or respond with
16 "comments noted," end quote? I bear personal eyewitness
17 to that fact.

18 Courts have repeatedly held that environmental
19 comments are evidence which the decision makers must
20 consider in addition to other evidence in deciding what
21 they want to do and the project characteristics. Here,
22 the jury analog is the MTA Board and the Federal Transit
23 Administrator. This phase is analogous to the litigant's
24 pretrial haggling over what evidence the jury should read

25 and no more than that.

1 Those of you who say -- again, available
2 alternative A and -- go ahead -- alternative B are like
3 those who say link alternative A and free alternative B.
4 It's premature. B is mature and ideal with the evidence
5 required.

6 MS. KERMAN: Thank you, Mr. Allen.

7 Tracey Chavira. And, Tracey, before you start,
8 do I have any more cards? You're all welcome to fill out
9 a card. We're happy to take your comments.

10 MS. CHAVIRA: Good afternoon. Tracey Chavira,
11 Central City Association. Let me begin by acknowledging
12 Metro staff for keeping the process moving along so
13 steadily. Metro staff and consultants have been
14 extremely responsive to CCA's membership and generous
15 with your time, so thank you so much for that.

16 After participating in the analysis process and
17 analyzing all 33 or so built options, CCA supports the
18 underground option, which for a relatively small
19 difference in cost will generate great benefits.

20 While recognizing the need to study all four
21 options, I would like to take this opportunity to explain
22 why we favor the below-grade option.

23 First, it will be impervious to above-ground
24 incidents, making it the most reliable option for

25 commuters. Second, it's expected to garner the most

1 transit riders. Third, it won't create street-level
2 visual clutter, which might interfere with revitalization
3 of parts of Downtown. Finally, the regional sector will
4 be competing for Federal funding for its completion.

5 The underground alternative has the best
6 transportation system user benefit score, making it the
7 best prospect for obtaining medical funding.

8 We urge you to move this project forward quickly
9 and not go beyond the 45-day public comment time period,
10 since speedy approval will save the County money and get
11 people moving sooner.

12 Thank you for the opportunity to make these
13 comments.

14 MS. KERMAN: Thank you, Tracey.

15 Do I have anyone else wishing to speak? If so,
16 if you could raise your hand, we'll get you a card.

17 It is now -- thank you. Xavier Grobet?

18 MR. GROBET: Please. Hi. Name is Xavier Grobet.

19 I'm a resident here in Downtown and I think the
20 underground proposition is the most interesting. I think
21 it's -- if something -- if an investment like this is
22 going to be done, it should be something that is going to
23 last for a long, long time, and that's what's going to
24 give us the most benefit. But in the meantime, before

25 that happens, maybe a no-build possibility should be

1 addressed while this is all done. I mean, there could be
2 a shuttle service or something that starts doing that
3 service from now on until the other option is finished.

4 Thank you.

5 MS. KERMAN: Thank you very much.

6 Roger Christensen?

7 MR. CHRISTENSEN: My name is Roger Christensen. I am
8 the chairman of Metro Citizen Advisory Council. We have
9 not yet weighed in on the mode for Regional Connector.
10 We are a great fan of the project and I would -- we're
11 busy -- today we're excited about what's going to happen
12 with Exposition, of course. That decision is today.

13 You know, all it takes is one fender bender, one
14 vehicle making a wrong left turn in this project, and the
15 entire light-rail system is shut down from Pasadena to
16 Santa Monica, to the eastside, to, you know, whatever.

17 When you're dealing with two-minute or
18 2.5-minute headways, you really have to have grade
19 separation, not only for the safety of the passengers,
20 but just for the efficiency of the system, and this is
21 the missing link. This is the four-level interchange
22 that the light-rail system has always needed for
23 Downtown. It's not a Downtown project. It's a great

24 benefit to the entire region.

25 Thank you.

1 MS. KERMAN: Thank you, Mr. Christensen.

2 Christian Allen.

3 MR. ALLEN: Yeah. Good afternoon, everybody. My
4 name is Christian Allen and I just want to keep it kind
5 of short, but I'm not actually -- I actually do kind of
6 support the underground project because, honestly, it's a
7 lot more efficient. And personally, as a Laker fan,
8 trust me, say they win the championship. Do you really
9 want to see Kobe Bryant on a parade bus getting hit by
10 the 12:25 train to Long Beach? That's all I've got to
11 say.

12 MS. KERMAN: Thank you very much.

13 It's now almost 1:00 o'clock. We are going to
14 be here until 1:30 taking comments, so if you decide in
15 the next half-hour you'd like to speak, we'd be delighted
16 to hear you.

17 There are further ways that you can continue
18 during the next period of days through May 11th to
19 provide us with your comments. There is a comment form
20 that I believe is at the registration desk -- you may
21 have received it -- which you can either fill out today
22 or you may e-mail, fax, or mail it to us. You may go on
23 our website, www.metro.net/regionalconnector and visit
24 the website and make comments that way. You may also

25 e-mail us at regionalconnector@metro.net.

1 We will be engaging the community throughout
2 this environmental process and I encourage you to visit
3 the website and stay posted that way. Please make sure
4 that we have your most current information on file so
5 that we can keep you posted by e-mail, by mail, what have
6 you.

7 And with that, I thank you all for coming.
8 You're welcome to be with us the next half-hour and,
9 again, thank you for taking time during your busy
10 schedule to find out what we're doing here today.

11 Thank you.

12 (Recess)

13 MS. KERMAN: Ladies and gentlemen, I understand we
14 have one more comment. Maria de Lourdes Gonzales?

15 MS. GONZALES: Good afternoon, everybody.

16 About two or three days ago, I found the
17 pamphlet. I use MTA on a regular basis and when I found
18 out that there was going to be a presentation here today,
19 I came here today because I was in the building and I
20 came to express my concerns and my questions in regards
21 to some of the frustrations that we have as users on the
22 MTA, and I'm very happy that I have the opportunity to
23 comment and speak on some of these points.

24 I've sent a letter through the Internet and they

25 sent me a really nice response, but the point is not to

1 get just a response, but that they do take into
2 consideration all of the issues that we have as users.

3 When I sent my letter, I wrote down four points,
4 but I'm only going to talk about three of them. One of
5 them is that it's very difficult to understand why we
6 have to wait so long for the bus, and sometimes one to up
7 to four buses have passed in the same route. I wish I
8 had a camera on me then so that I could take a picture
9 and show what I mean. That's one of my points.

10 Another is that there be better coordination
11 between the buses between one stop and another stop.

12 Another point is that when we have the rapid
13 bus, to have better coordination on the stops that are
14 not rapid buses. Some are on one side of the street and
15 others are on the other side or opposite sides of the
16 street.

17 During the daytime, it's easier -- during the
18 daytime, it's easier to be able to see a bus from far
19 away. And I don't have great eyesight so I have to be on
20 the lookout; but in the evening, it's a lot more
21 difficult when I have to look far away and I have to run
22 after a bus. It's a lot more dangerous in the evening,
23 or to just have to stand there and wait for the next bus
24 to come, and service isn't as frequent in the evening.

My third point is that we have to have better

1 coordination. The Wilshire line, the 920 -- that when
2 they implement a new line, then they remove an old line
3 that goes to Santa Monica. To have a better coordination
4 with the buses, the new bus lines that are being
5 implemented and the old bus routes, so that there's
6 better service for everybody who travels. I don't
7 understand why there is not better coordination between
8 the different bus lines and the different bus routes.

9 I'm in favor of the system, but that there's
10 also just a better coordination between the buses and the
11 lines.

12 Thank you for your time.

13 (Proceedings concluded at 1:35 p.m.)

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Comment Matrix					
Date	Agency	LName	City	State	Format
03/18/09	FEMA: Homeland Security	Blackburn	Oakland	CA	Letter
03/24/09		Liang			Web
03/24/09		Rozalsky	Los Angeles	CA	Email
03/27/09		Sterling	Pasadena	CA	Email
03/30/09		Aldava	Pasadena	CA	Comment Card
03/30/09		Alpern			Speaker
03/30/09	Dorsey High Alumni Association/Fix Exposition Coalition	Bagby, SR			Speaker
03/30/09		Frescar	Rosemead	CA	Comment Card
03/30/09	Los Angeles Sheriff Dept.	Grein			Web
03/30/09	Senior Building Sheppard Senior Manor	Jones	Los Angeles	CA	Speaker
03/30/09		Kassimir			Speaker
03/30/09		King			Comment Card
03/30/09		Lipson			Comment Card
03/30/09		Metcalfe			Comment Card
03/30/09		Metcalfe			Speaker
03/30/09	USC Viterbi School of Engineering	Msdhkati			Speaker
03/30/09		Newton			Speaker
03/30/09		Suvaroporn			Speaker
03/30/09		Thompson	Altadena	CA	Comment Card
03/30/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/30/09	CalPirg, USC Chapter	Walker			Speaker
03/31/09		Covarrubias			Speaker
03/31/09		Hsu	Pasadena	CA	Comment Card
03/31/09	TRAC/NAPR/PRS	Johnson	Chino	CA	Comment Card
03/31/09	Transit Coalition	Lam			Speaker
03/31/09		Laue			Speaker
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Comment Card
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Speaker
03/31/09	Los Angeles Trade Tech	Powers			Speaker
03/31/09		Ruben			Speaker
03/31/09		Shafer			Speaker
03/31/09		Squires	Glendale	CA	Email
03/31/09		Sweet	Altadena	CA	Comment Card
03/31/09		Taffoni	Alhambra	CA	Speaker
03/31/09		Taffoni-Burke			Speaker
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Comment Card
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/31/09	Transit Coalition	Wright			Speaker
03/31/09		Yen	Pasadena	CA	Comment Card
04/1/09		Adelman	Los Angeles	CA	Speaker
04/1/09		Agnew			Speaker
04/1/09		Allen			Comment Card
04/1/09		Allen			Speaker
04/1/09	LA Streetcar	Allen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/1/09	HCBID	Brown			Speaker
04/1/09		Bytof	Los Angeles	CA	Comment Card
04/1/09	Higgins Building Homeowners Association	Engellenner			Comment Card
04/1/09	Riley Management Company	Glass			Speaker
04/1/09	Little Tokyo Senior Residents Association	Katayama	Los Angeles	CA	Comment Card
04/1/09	LT Senior Residents Association	Katayama			Speaker
04/1/09	Higgins Loft	Kim	Los Angeles	CA	Speaker
04/1/09	LTCAC	Kumamoto			Speaker
04/1/09		Mozzer	Los Angeles	CA	Comment Card
04/1/09	Friends of Little Tokyo Library	Nagano			Comment Card
04/1/09	Nisei Week Foundation/LTCC	Okazaki	Los Angeles	CA	Speaker
04/1/09	Japanese American National Museum	Oshima	Los Angeles	CA	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	Ca	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	CA	Speaker
04/01/09	Native American Heritage Commission	Singleton	Sacramento	CA	Letter
04/1/09	Higgins Building Homeowners Association	Springhetti			Speaker
04/1/09	NARP	Stern			Speaker
04/01/09		Stewart	Los Angeles	CA	Email
04/1/09	Little Tokyo Service Center and Community Council	Yoshimura	Los Angeles	CA	Comment Card
04/2/09		Allen			Speaker
04/2/09		Allen			Speaker
04/2/09	Central City Association	Chavira			Speaker
04/2/09	Metro Citizens Advisory Council	Christensen	Sherman Oaks	CA	Comment Card
04/2/09	Metro CAC	Christensen	Sherman Oaks	CA	Speaker
04/2/09		De Laudes Gonzalez			Speaker
04/2/09		Grobet			Speaker
04/2/09		Kay			Comment Card
04/2/09		Kortum	Los Angeles	CA	Comment Card
04/2/09		Laventure	Los Angeles	CA	Comment Card
04/2/09		Reily	Los Angeles	CA	Comment Card
04/2/09	Southern California Transit Advocates	Richards			Speaker
04/2/09		Sachs			Speaker
04/2/09		Sookman			Speaker
04/2/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
04/2/09	Breathe LA	Witzling	Los Angeles	CA	Comment Card
04/2/09		Zablen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/04/09		Johnston	Chino	CA	Letter
4/04/09		Johnston	Chino	CA	Letter
04/04/09		Peña	Montebello	CA	Letter
04/05/09		Mozzer	Los Angeles	CA	Email
4/9/09		Barboza			Email
4/10/09	Japanese American National Museum	Goller			Email
4/10/09		Schumacher			Email
4/15/09		Alossi	Los Angeles	CA	Email
4/21/09		Kassimir			Email
04/25/09		Mozzer	Los Angeles	CA	Email
4/27/09		Costales Jr.			Email
04/28/09		Tsukada Germain	Los Angeles	CA	Email
4/29/09		Yeh	Los Angeles	CA	Email
4/30/09	City of Culver City	Malsin	Culver City	CA	Letter
04/30/09		Pena	Montebello	CA	Letter
05/01/09	Los Angeles County: Community and Senior Services	Nguyen	Los Angeles	CA	Email
5/1/09		Sergeant			Email
5/4/09	U.S District Court	Hernandez-Torres			Email
5/4/09		Walker	Los Angeles	CA	Email
5/5/09		Kumamoto			Email
05/05/09		Porter	Los Angeles	CA	Web
05/06/09		Crossfield	Los Angeles	CA	Email
05/06/09		Fong	Los Angeles	CA	Email
05/06/09		Ng			Email
05/07/09		Fujita			Email
05/07/09		Hand			Email
05/07/09		Tooley	Los Angeles	CA	Email
05/08/09		Gunter			Email
05/08/09		Santangelo			Email
05/08/09		Squires			Email
05/09/09		Hashimoto	Los Angeles	CA	Letter
05/09/09		Popov			Email
05/10/09		Berk	Los Angeles	CA	Letter
05/10/09		Farrington			Email
05/11/09	Little Tokyo Community Council	Aihara			Letter
05/11/09		Allah			Email
05/11/09		Damrath	Los Angeles	CA	Letter
05/11/09	City of Los Angeles: Community Redevelopment Agency	Estalano	Los Angeles	CA	Letter
05/11/09		Garibay	Los Angeles	CA	Email
05/11/09	City of Los Angeles:	Hu			Letter

Comment Matrix					
Date	Agency	LName	City	State	Format
	Department of Transportation				
05/11/09		Nishimura			Email
05/11/09		Nolan			Email
05/11/09		Okazaki			Email
05/11/09	McCourt Group LLC	Sunkin	Los Angeles	CA	Letter
05/11/09	Go For Broke	Tanaka			Email
05/11/09		Volk			Email
05/11/09	MOCA	Wiseman	Los Angeles	CA	Letter
05/13/09	Union Church	Endo	Los Angeles	CA	Email
05/13/09		Massicci			Email
05/14/09		Uyeda			Email

Letter Comments

March 30, 2009

Dolores Roybal Saltarelli
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Dear Ms Roybal Saltarelli,



Please accept this as official notice by the City of Culver City and the Culver City Redevelopment Agency that we wish to become a participating agency in the Environmental Review Process for the Regional Connector Transit Corridor Project, as invited to do so by your letter of March 13, 2009.

Respectfully,

A handwritten signature in blue ink, appearing to read "Scott D. Malsin".

Scott D. Malsin
Mayor
City of Culver City

Cc: Jerry Fulwood, City Manager

Johnston
4185 Van Buren Street
Chico, CA 91710
USA

LANEVA A114 CA 9123
914 999 9999 999 9 9



MS Dolores Royal Saltarelli
AICP Project Manager
Los Angeles County Metro Transit Authority
1 Gateway Plaza
Los Angeles CA 90012

5001242332

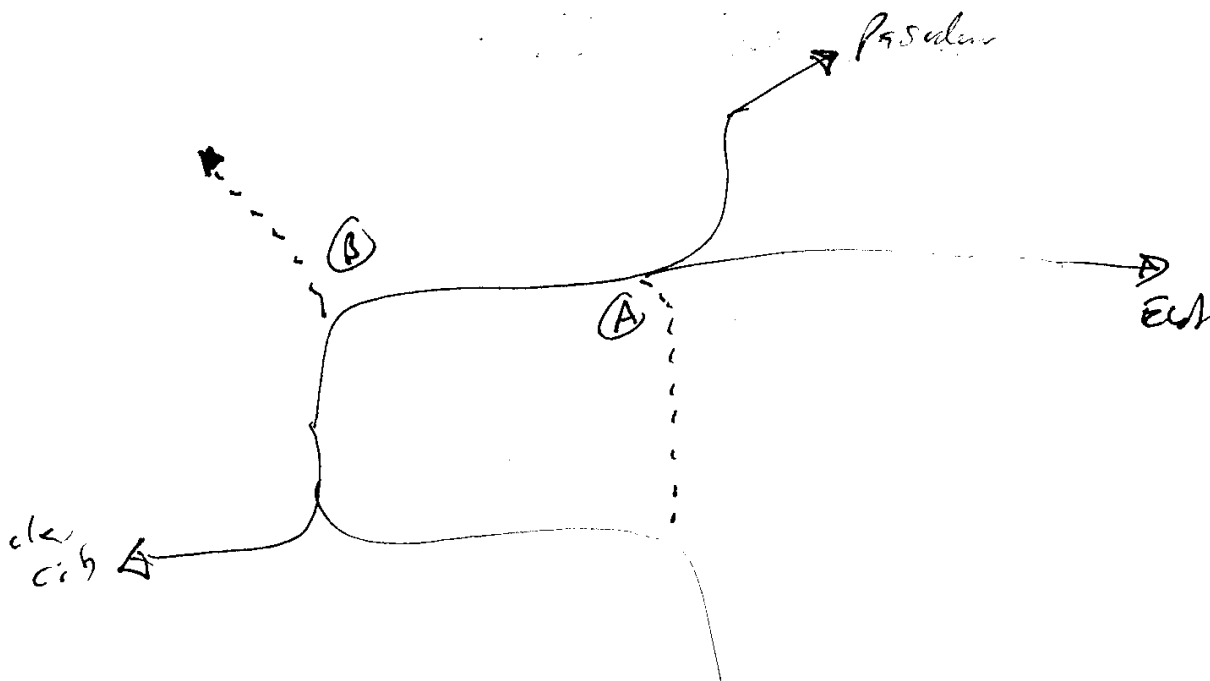


4/9/09

Please consider (2) knock out Panels

- ④ At the curve at 2nd / Central
Will create Easy Access Down Central Ave
to make for shortcut down to Washington
(shortcut to south)
- ③ Another near 2nd / Grand - for future
Access to Northwest Area - Echo Park -
Silver Lake - on the Glendale or Hollywood

These "Wyes" on the 2 corners
create a "Box" around Downtown LA
Makes easier for future services



✓ Thank you for the important
thought on this

✓ Tunnel all the way -
no Above ground
no BUS

✓ Just build this quicker
7-10 yrs is ridiculous!

Mark Johnson
4185 Van Buren St
Oakland, CA 94610

2015 W. Hellman Ave
Alhambra, Calif
91803 - 3821
6 May, 2009

Dear MS. D. ROYBAL SALTARELLI

This letter pertains to the Downtown Interconnector from Union Station to METRO Seventh and Figueroa. Having attended several of your meetings during the past year - I may add, they were very informative, indeed. - Thanks! so. My conclusion remains even more so. It must be a subway. The light rail line must go underground. It may be more expensive to build, but in the long run pay for itself, many times over.

Not only will it alleviate much of the mounting traffic in our Central City, but make it more liveable, interesting + fascinating. That is what we need.

I remember your Grandfather very well. If for any reason you need to reach me - my ~~left~~ telephone number is 1-626-284-6958. Gracias por todo

Sincerely,
Albert Jaffoni



THE MUSEUM OF CONTEMPORARY ART 250 South Grand Avenue Los Angeles, CA 90012
tel 213/621-2766 fax 213/620-8674 moca.org

May 11, 2009

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

Dear Ms. Saltarelli:

The Museum of Contemporary Art (MOCA) has been a member of the Little Tokyo community since the opening of the Temporary Contemporary (later renamed The Geffen Contemporary at MOCA) in 1983. The building, which was converted from a warehouse space to a gallery by renowned architect Frank O. Gehry, has received international acclaim and provides 45,000 square feet of gallery space for the museum. Located just inside the Little Tokyo redevelopment area in downtown Los Angeles and adjacent to the First Street Historic District in Little Tokyo, The Geffen Contemporary at MOCA has had a major influence on the community and surrounding businesses with visitors totaling, on average, 125,000 per year. The Museum is greatly concerned about the *Regional Connector Transit Corridor Final Alternatives Analysis Report* dated 2009.

While we understand the importance of an effective regional transit system we feel the alternatives indicated in the above referenced report will have a negative impact on the Little Tokyo community unless the following specific issues are studied, analyzed and resolved to the satisfaction of the area businesses and cultural institutions:

1. *Impact of Construction on the visitor experience:* With the construction scheduled to continue over a period of 4-5 years, we are concerned that the re-routed traffic will have a negative long-term impact on our visitors' ability to access both the Museum and the surface parking lots in the area. We are also concerned about the location and physical area required to stage materials and equipment related to this construction. Furthermore, we feel the noise pollution caused by continued construction in the immediate area will impact the visitor experience coming from and going to the Museum as well as during the actual Museum visit.
2. *Impact of Construction on the Museum Collection:* Vibrations caused by construction can have a negative impact on sensitive collections stored or on display at the Museum. Although precautions are always taken regarding seismic concerns, the continued vibrations caused by construction could potentially damage delicate works, resulting in expensive conservation repairs and hindering our ability to accept loaned art from donors or other institutions.

3. *Impact on Property Owners:* The potential loss or reduced property value of long-time stake holders within the Little Tokyo community must be considered and, if necessary, must be equitable.
4. *Impact on Local Businesses:* The effect of re-routed traffic, as a result of lengthy construction, will have a tremendously detrimental impact on local businesses.

Although we believe in the importance of the Connector Transit Corridor to the overall well being of the city at large, we feel these issues need to be addressed regardless of which alternative is chosen. We appreciate the efforts of the Metropolitan Transportation Authority to keep the community informed and look forward to working with you to resolve these issues prior to the commencement of any construction.

Sincerely,

Ari Wiseman
Deputy Director

May 11, 2009

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

RE: Regional Connector Transit Corridor Scoping Process

Dear Ms. Roybal Saltarelli:

The Los Angeles Dodgers are pleased to be given this opportunity to comment on the scope for the Regional Connector Transit Corridor DEIS/DEIR. Based on the scoping presentation, it is our understanding that the project would allow direct connections (without the current multiple transfers) for rail riders traveling between Pasadena and Long Beach and between Culver City and the Eastside. The project would result in significant travel time savings for rail riders, make regional rail travel more convenient, and increase new transit trips by 8,000-10,000 boardings per day.

The Los Angeles Dodgers welcome the possibility of a fixed-guideway transit project that is intended to improve mobility within the downtown area 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. The Dodgers are extremely concerned about the effect of roadway congestion on regional mobility and accessibility and favor transit projects that address these critical issues.

Dodger Stadium is located approximately one mile north of downtown Los Angeles. Each year, the Los Angeles Dodgers play 81 regular season games at Dodger Stadium as well as exhibition and, if required, playoff games. In 2009, Dodger Stadium also played host to the World Baseball Classic Semifinal and Final. Numerous other events, such as concerts, are hosted at Dodger Stadium throughout the year. For each event, tens of thousands of individuals travel to and from Dodger Stadium. The private automobile is the primary mode of travel due to its location away off the traditional transit grid. Making public transit a viable transportation option to Dodger Stadium is a primary goal of the Dodgers. Attractive and useful public transit would make Dodger Stadium an extension of Downtown Los Angeles.

The Next 50 plan is a vision and investment for Dodger Stadium over the next half century. Under this plan, Dodger Stadium will become more accessible, attractive and inviting, not just during games, but before and after games, on non-game days and during the off-season. Public transit will need to be a primary mode of access under this vision.

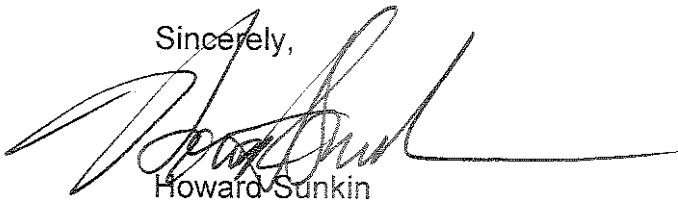
Letter to Dolores Roybal Saltarelli
RE: Regional Connector Transit Corridor Scoping Process
May 11, 2009
Page Two

Upon careful consideration of the three project alternatives (in addition to a No Build Alternative), the Los Angeles Dodgers believe that the Underground Emphasis LRT Alternative would best achieve the project's stated goals and offer the best opportunity to eventually link Dodger Stadium and downtown via rail. The TSM Alternative does not satisfy the project's stated goals. The At-Grade Emphasis LRT Alternative would achieve the project's stated goals but would not offer the same level of benefit as the Underground Emphasis LRT Alternative. The at-grade portion of this alternative could result in increased traffic congestion in the downtown area, resulting in decreased mobility for motorists. The Underground Emphasis LRT Alternative would achieve the project's stated goals and would not result in secondary impacts.

We would like to encourage Metro to focus on the Underground Emphasis LRT Alternative. Under this alternative, a suitable connection from Bunker Hill to Dodger Stadium could be provided under short- and long-term scenarios, which would benefit fans and employees, and help to alleviate roadway congestion on regional mobility and accessibility. This alternative would be the best way forward in providing attractive and useful public transit to Dodger Stadium. The connection could initially consist of a shuttle bus and ultimately a fixed-guideway rail system (combination of subway & elevated). A rail connection between downtown and Dodger Stadium is a vision we hope to realize in the future.

The Los Angeles Dodgers are looking forward to working together with Metro on this important mobility project.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard Sunkin", written over a horizontal line.

Howard Sunkin
Senior Vice President, Public Affairs
McCourt Group LLC



MIKAWAYA

BAKERY-CONFECTIONERY

Main Office & Factory

800 E. FOURTH STREET LOS ANGELES CALIFORNIA 90013 TEL (213) 628-6514
FAX (213) 625-0943 E-MAIL mochi1@ix.netcom.com

May 9, 2009

Ms Dolores Roybal Saltarelli
Project Manager
Los Angeles, County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms Roybal Saltarelli:

As a business that will be celebrating its 100th anniversary in 2010 and a member of various organizations in Little Tokyo, I am very concerned with the proposed Regional Connector. While I feel that improved and efficient public transportation will be vital to the future of Little Tokyo and favor the Underground emphasizes alternative via Second Street, I have strong concerns about the negative impacts that construction will have on the residents, businesses, tenants, property owners, customers, and visitors.

1. The disruption of businesses that will be directly impacted by construction. Closure of streets, stoppage of utilities, loss of customer parking spaces, noise and air pollution. There will need to be meetings with these business owners so they can plan and know in advance what to anticipate and where to call.
2. Little Tokyo has many residents, especially near Alameda, Second Street, and Central Avenue. These people will also be affected by street closures, stoppage of utilities, noise and air pollution as well as being able to cross Alameda and First Streets. With the anticipated trains crossing Alameda and 1st Street intersections "every 2 ½ minutes both ways", there will need to be a safe, efficient pedestrian crossing for Alameda and First Street, possible a escalator overpass. This should be a priority since the Gold Line will be opening this summer.
3. Loss of On-Street and Off-Street parking during construction should be mitigated, possibly by using open spaces or areas not yet in construction. After construction parking spaces should be replaced. City of Los Angeles Community Redevelopment Agency is conducting a parking study and identifying parking areas. The METRO should use that information.
4. I would support another station on the Underground emphasis alternative at Second Street, between Los Angeles and San Pedro Streets.

三河屋



In closing, I appreciate the opportunity to comment on the Regional Connector and appreciate the METRO Regional Connector team to work with the community on an on-going basis so that we can all have a public transportation system that will benefit Little Tokyo, the City of Los Angeles and all its inhabitants.

I look forward to future meetings and a continued working relationship,

Sincerely,

A handwritten signature in black ink, reading "Frances K. Hashimoto". The signature is fluid and cursive, with a long horizontal stroke at the end.

Frances K. Hashimoto
President
Mikawayaya

Board of Directors

Chris Aihara
JACCC
Yoshitaka Ena
New Japan Travel
Ellen Endo
Asian American Journalists
Akira Fujimoto,
Olympic Shop
Frances Hashimoto,
Mikawayaya
Kazuyuki Hoshino,
Anshindo America
Miyako Iwai
Manufacturers Bank
Bob Jannessa
Japanese Village Plaza
Shigeo Kajiya
Golden Globe Realty
Isohiro Kitahara
Pacific Commerce Bank
Michael Komai
Rafu Shimpō
David Kudo
All Japan News
Joanne Kumamoto
Kumamoto and Associates
Kats Kunitsugui
Keiro Residents
James Kurata, O.D.
Kurata Eye Care
Andrew Lee
Advantage Investments
Wilson Liu
Taira Services Corporation
Takeshi Matsumoto
Takeshi Matsumoto, M.D.
Archie Miyatake
Toyo Miyatake Studio
Eiji Morishita
LT Shopping Center
Masharu Motoyama
Motoyama Enterprise
Kazunori Nakajima
Kiyono Fashions
Andy Sato
Bank of the West
Patrick Seki
Mickey Seki & Son
Yuriko Shikai
Neufeld Law Group
Yukio Shiratori
Union Bank of California
Kenji Suzuki
Suehiro Café
Takashi Usui
California Bank and Trust
Hiroshi Yamauchi
Kouraku
Robert Yasui
Robert Yasui and Associates
Tad Koizumi
Miyako Hotel
Akira Yuhara
Kyoto Grand Hotel

Little Tokyo Business Association
244 S. San Pedro St., Suite 303
Los Angeles, CA 90012

May 1, 2009

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

Subject: Regional Connector Transit Corridor

Dear Ms. Saltarelli:

On behalf of the Little Tokyo Business Association (LTBA), we are responding to the Regional Connector Transit Corridor Environmental Impact Statement/Environmental Impact Report (EIS/EIR) public scoping process.

The Little Tokyo Business Association is in support of the construction of the "Underground Emphasis LRT Alternative, with a Station location at 2nd Street between Los Angeles and San Pedro Streets."

In light of the positive impacts this project may bring to the greater Los Angeles community, our organization is concerned with negative implications and impacts to the current business owners, tenants, property owners and valued visitors and customers of the Little Tokyo community. The following is a list of our concerns, which mitigating measures need to be implemented and documented in the EIS/EIR:

- 1. Eminent Domain:** Business owners, tenants and property owners, whose business endeavors are taken away through eminent domain are to receive fair and just treatment. Fair and just relocation costs shall be made available to those businesses displaced through eminent domain. Every effort shall be made to assist those displaced businesses and tenants who express their desires to stay in the Little Tokyo community. In addition to relocation cost, additional funding shall be made available to assist those displaced businesses with desires to stay in the Little Tokyo community.
- 2. Replacement On-Street and Off-Street Parking:** All off-street parking spaces lost through eminent domain shall be replaced. All on-street and off-street parking spaces taken away during the course of construction shall be replaced.
- 3. Business Interruption:** During the course of construction, every effort shall be made to minimize adverse impacts which businesses, tenants, property owners, and valued visitors/customers may encounter that prevents them from conducting reasonable business and personal activities within the Little Tokyo community. Additional funding shall be made available for those businesses, tenants or property owners whose business endeavors are adversely impacted during the course of construction. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants and property owners, along with those government agencies having jurisdiction to make policy to resolve issues arising from adverse business interruptions during the course of construction.

4. LRT Station: In the Underground Emphasis LRT Alternative there is a proposed a station location underground in an area at 2nd Street between Los Angeles and Main Streets. A commitment shall be made that a station will be constructed at 2nd Street between Los Angeles and San Pedro Streets, with pedestrian access at grade.

Respectfully yours;

A handwritten signature in black ink, appearing to read "Wilson Liu". The signature is fluid and cursive, with the first name "Wilson" being more prominent than the last name "Liu".

Wilson Liu
President

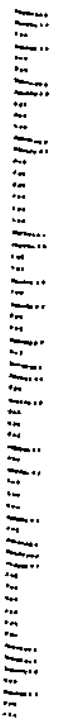


Mr. Rogelio L. Pena
1513 Loma Rd
Montebello, CA 90640

LOWES BEACON CA 90615
00 APR 2013 PM 4 T

DOLLARS R. SALLERELL
APARTS MARSHALL, METRO, MS 962-22
ONE GREAT WAYS PARK
LOS ANGELES, CA 90012

5501242552



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:

ROGER PEÑA

Organization/ Organización/団体名:

Address/Dirección/住所・所在地:

1513 LOMA ROAD, MONTEBELLO, CA 90640

Telephone/Teléfono/電話:

323-726-8151

Fax:

323-726-9334

Email/電子メール:

RPEÑA@CHARTER.NET

Comments/Comentarios/コメント:

I FULLY ENDORSE THE UNDERGROUND
LRT ALTERNATIVE FOR THE DOWNTOWN
REGIONAL CONNECTOR.

DOING OTHERWISE, WILL MAKE TRAFFIC
WORSE DOWNTOWN.

START CONSTRUCTION AND GET IT
DONE ASAP

[Signature] 4/1/09

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

Email Comments

Jasso, Yara

From: Massicci, Lou [mailto:Lou.Massicci@hmhpub.com]

Sent: Wednesday, May 13, 2009 10:08 AM

To: 'regionalconnector@metro.net'; Roybal, Dolores

Subject: Regional Connector Transit Corridor

To whom it may concern:

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, I'd like to provide my perspective.

As a businessman who frequently travels in Los Angeles County I oppose any surface transportation being added to the already congested streets.

The corridor is not only essential; it is most welcome, and long overdue!

However, let's keep in mind that the already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Lou Massicci, District Manager, K-12
Houghton Mifflin Harcourt / Holt Mc Dougal
(559) 324-8101

Please note my email has changed to lou.massicci@hmhpub.com

Jasso, Yara

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Thursday, May 14, 2009 10:11 AM
To: Roybal, Dolores; Villalobos, Monica; 'Ginny-Marie Case'; Clarissa Filgioun
Subject: FW: COMMENT

fyi

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Union Church [mailto:unionenglish@covad.net]
Sent: Wednesday, May 13, 2009 4:51 PM
To: Regional Connector
Subject: COMMENT

**METRO REGIONAL CONNECTOR
COMMENT FORM**

FORWARD THIS EMAIL TO:

**DOLORES ROYBAL SALTARELLI, Project
Manager, Metro
MS 99-22-2, One Gateway Plaza, L.A., 90012**

COMMENT FORM FROM GORO ENDO

NAME: GORO ENDO

ORGANIZATION: Union Church of Los Angeles

ADDRESS: 401 E. Third St. Los Angeles, CA 90013

TELEPHONE: (213) 629-3876, FAX: (213) 629-4091

EMAIL: unionenglish@covad.net

COMMENT:

Will traffic from Temple s.b. on Alameda be restricted to R.T.O. at First St. and will this be applicable to both alternatives? What will be the anticipated level of services on the streets and the resulting circulation plan? This alternative may not impact the core of Little Tokyo during construction and in the future as much as the underground alternative.

UNDERGROUND ALTERNATIVE

The loss of 200 parking spaces is critical to the area. There are several non-profits in the area with surface parking areas adjacent to their premises. Will public funding be available to build additional parking on these sites with stipulations that would reserve a portion of the site for their use?

May 11, 2009

Ms. Dolores Roybal Saltarelli
Project Manager
METRO
1 Gateway Plaza
MS99/22/52
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

The Little Tokyo Community Council (LTCC) is a council of more than 100 stakeholder organizations dedicated to the future vitality of our historic and cultural neighborhood. On behalf of LTCC, I take this opportunity to express our concerns related to the proposed METRO Regional Connector. While we recognize the importance and need for efficient public transportation for the Los Angeles area, we believe that the proposed alignments can have irreparable negative impact on our community unless specific issues are responsibly addressed and analyzed.

The concerns of LTCC in respect to the proposed Regional Connector alternatives include:

- Impact of construction on local businesses
Disruption of business due to construction, and resulting diversion of traffic for an extended period of time can have devastating effects on small businesses.
- Loss of public parking
Loss of convenient and available parking will impact negatively on public institutions and businesses, discouraging visitors and customers.
- Impact to key Little Tokyo property owners
Potential loss and/or construction on major properties in Little Tokyo eliminate potential for future development benefiting community. Every consideration should be given to longtime community stakeholders who face loss or devaluation of property.
- Noise Pollution
On-going noise from construction negatively impacts, business, community programming, and daily activity.

- Transit Creating Physical Barrier through the Community
Above grade train and/or transit hub will potentially create a physical barrier, cutting off portions of the community and inhibiting travel and access.

We also take this opportunity to convey our strong recommendation that any Connector Alignment option must incorporate a Little Tokyo Station-West in order to promote Little Tokyo as a destination, providing convenient access for our patrons and workers.

Construction of the Connector above or below grade should be an enhancement to the community, and we strongly urge that issues of urban design, creative utilization of surrounding areas, in terms of development, public art, etc are incorporated into the project.

We appreciate the efforts by METRO to keep the community informed as to the progress of this project, and look forward to a continued close working relationship.

Sincerely,

Chris Aihara
Chair
Little Tokyo Community Council

LTCC Board of Directors

Bill Watanabe, 1st Vice Chair, Little Tokyo Service Center
Alan Kumamoto, 2nd Vice Chair, Kumamoto Associates
Frances Hashimoto, Co-Secretary, Mikawaya Confectioners
Ken Kasamatsu, Co-Secretary, Pacific Commerce Bank
Eric Kurimura, Treasurer, Los Angeles Homba Hongwanji Buddhist Temple
Tom Kamei, Immediate Past Chair, Japanese Chamber of Commerce of So. CA.
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villas Homeowners Association
Ellen Endo, Little Tokyo Business Association
Goro Endo, Union Church of Los Angeles
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Kei Nagao, J-Town Voice
Tatsushi Nakamura, Japanese Prefectural Association
Mike Okamoto, Asian American Architects & Engineers Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, S. K. Uyeda Investments
Hiroshi Yamaguchi, Japanese Pioneer Community Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

cc: Irene Hirano, Past Chair, Japanese American National Museum

-----Original Message-----

From: PJ Costales [mailto:pjcostales@gmail.com]

Sent: Monday, April 27, 2009 12:25 PM

To: Regional Connector

Subject: letter from a new downtown resident

Hello,

I am a new resident of the Higgins that believes in the revitalization of downtown. I think its a great idea to make public transportation a top priority and I applaud the council for looking to all avenues possible to make LA less automobile reliant...

With that said, I do believe that in it's current state, Downtown LA is difficult to navigate with all the one way streets and 2nd street is one of the few 2 way streets in the city. Creating an at-grade connector would severely disrupt traffic flow, divide a neighborhood, and cause that part of the city, with the soon to be added, little tokyo/arts district stop, congested beyond today's standards. Isn't creating public transportation supposed to decrease congestion instead of add to it?

I will be pushing for an underground station; one that would keep the confusing rails, electric lines, and street cars off the streets, and provide a needed safety to drivers, pedestrians and rail commuters. To add, this would be more aesthetically pleasing and would cut down on noise pollution. While I understand that this means would be more expensive, in the long run I believe it would be economical creating something that the city can use for 20+ years in the future... if we're going to do it, lets do it right with the quality. Let's not just create something that would ease the problem now... lets get rid of the problem and let's keep it gone for the future...

I hope someone reads this and a light switch goes off. I hope someone thinks about what downtown could be and how we have the opportunity to do something write for the future and not just for today. Please consider all the above and put yourselves in the shoes of the residents and employees of downtown that see what a great community this can be and the golden future that can take place if things are done right and not just done in haste...

Thank you for your time,

Pamelo E. Costales Jr.

A proud downtown resident

May 11, 2009

Dolores Roybal Saltarelli,
Project Manager
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Comments on the Regional Connector Scoping for EIS/EIR

Thank you for giving me the opportunity to comment on the Scoping Information related to the EIS/EIR for the Regional Connector. I made some oral comments at the public meeting held at JANM on April 1st, but I wanted to follow-up with additional comments about scoping issues on the proposed Regional Connector Alternatives that need to be addressed, as follows:

At-Grade Alternative

The Scoping meetings and the materials did not clarify how the at-grade would be designed and operate along 2nd Street, nor on Main St. and Los Angeles St. There are also several driveways along this alignment that needs to be fully analyzed for safety; these driveways include access to the new LAPD headquarter building, the new LAPD jail, Caltrans building, City Hall, City Hall East, and the Kyoto-Grand Hotel.

The capacity of the intersections along the alignment also need to be carefully analyzed. There will be a significant reduction in street width on 2nd Street, since it's currently only 36 feet to 40 feet wide. The remaining single lane available on 2nd Street may be inadequate to offer the width needed for proper circulation for the area and additional street widening may be needed, or it may also have to operate as one-way, including inside the 2nd Street Tunnel.

Although the split station is offered at the Civic Center next to City Hall, the Little Tokyo community would rather have a station in Little Tokyo, because the City Hall site is too far away. The Civic Center site would only be used during the week days, but would not be used at nights, weekends and on Holidays. Therefore, Metro should consider another station site on 2nd Street that would better serve the residents of Little Tokyo and the customers who come to the Little Tokyo businesses.

At-grade alternative for the Downtown Connector is very problematic because of potential accidents and the lack of operational reliability. Metro should also be aware that LAPD often closes Civic Center area streets due to demonstrations, and Little Tokyo community closes streets for their Annual Nisei Week Grand Parade that affect surrounding streets as well. Since the Parade Route includes Los Angeles Street, where the LRT alignment runs, the Little Tokyo community does not support the at-grade alternative.

Construction impacts are a major concern for the Little Tokyo community. The traffic impacts, and impacts to businesses during construction, noise and dust are all concerns that need to be fully disclosed, analyzed, and fully mitigated.

Subway Alternative

The Scoping meetings also did not clarify the details of the subway alternative as it relates to how it would be designed and operated at the intersection of 1st and Alameda St. It is my understanding that Alameda St. will be grade separated below 1st Street, but that the rail connections will all be at-grade. I suggest that the grade separation project be the first phase of work to minimize the overall impact. Furthermore, it was said that there will be grade separated pedestrian crossing of the tracks, as well as frontage roads along Alameda St. Traffic modeling and simulation of the traffic and trains would be necessary to convince me and the community that the intersection could operate satisfactorily, even with the grade separation. Furthermore, it would be necessary to maintain and allow street level crossings in all directions for pedestrians at the intersection.

There are concerns about the impact of the tunneling work under 2nd Street, particularly if utility relocation work impacts the intersection of 2nd and Central Avenue. The businesses as well as the community have concerns with traffic and parking impact during construction the ability to conduct their businesses.

The owner of the property where Metro intends to stage construction and where the tunnel boring machine will be set is a friend of the Little Tokyo community, so the community is concerned about how Metro will treat the owner. Would it be possible to have the owner partner with Metro for any development project at the site?

Station construction on 2nd Street is another concern to the community, since it involves a cut and cover technique. The Nisei Week Parade is held in August, and that has a Route along 2nd Street, so the community is concerned about not being able to have the Nisei Week Grand Parade, unless construction is coordinated to avoid that disruption. Furthermore, the community would like to see the subway station closer to Little Tokyo, say an entrance at Weller Court, rather than where it's currently proposed behind the Caltrans building. That's because when taking the train from East LA, the station spacing would already be more than a mile at Alameda Street. I believe that there should be two stations on 2nd Street, one closer to Little Tokyo, and second one closer to Hill Street on the east side of Bunker Hill. The community believes that it's important to have the Little Tokyo Station close to 2nd and San Pedro St. for security reasons, and in order to properly serve the residents and the business patrons at nights and weekends.

Thank you for the opportunity to comment on the Scoping for the EIS/EIR for the Regional Connector.

Sincerely Yours,

James M. Okazaki

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Pasadena Scoping Comments on
Metro Regional Connector**
Date: May 7, 2009 3:50:05 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>
Cc: "Roybal, Dolores" <ROYBALD@metro.net>
▶ 1 Attachment, 636 KB



Please post to eRoom.

From: Yamarone, Mark [<mailto:MYamarone@cityofpasadena.net>]
Sent: Thursday, May 07, 2009 1:33 PM
To: Regional Connector
Cc: Paige-Saeki, Jennifer; Fuentes, Theresa; Dock, Fred
Subject: Pasadena Scoping Comments on Metro Regional Connector

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles, eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-

grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Mark Yamarone
Transportation Administrator

Mark Yamarone
City of Pasadena
Dept. of Transportation
626 744-7474



DEPARTMENT OF TRANSPORTATION

May 7, 2009

Ms. Dolores Roybal Saltarelli, Project Manager
Metro
1 Gateway Plaza, MS 99/22/52
Los Angeles, CA 90012

Re: Comments Related to NOP for the Metro Regional Connector Project

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles,

- eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
 3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Respectfully submitted,



Mark Yamarone
Transportation Administrator

*221 East Walnut Street, Room 210 • Pasadena, CA 91101
(626) 744-6470*

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector comments.**
Date: May 7, 2009 3:48:33 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

-----Original Message-----

From: .mac account [<mailto:erictooley1@mac.com>]
Sent: Thursday, May 07, 2009 2:44 PM
To: Regional Connector
Subject: Regional Connector comments.

I think that the Regional Connector is very much needed in Los Angeles. Once the Gold Line Eastside extension is up and running, and the Expo line - the need for the connector will be even greater. In addition I look forward to the additional connections with the possibled downtown stations. I believe that light rail should be used, entirely grade spearated and underground - following the Underground Emphasis LRT Alternative as presented. Double-tracking the system, if possible, in both directions would seem smart to accomidated the enormous frequency of trains through this vital connection.

I think that the regional connector is possible the most important rail project currently under study for Los Angeles.

Thank

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Metro Connector Comment**
Date: May 11, 2009 9:43:25 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: robert@volk.me [<mailto:robert@volk.me>]
Sent: Monday, May 11, 2009 8:35 AM
To: Regional Connector
Subject: Metro Connector Comment

It was interesting to hear the MTA presentation to the Little Tokyo Community Council on April 28, 2009.

All of the benefits mentioned for connecting the Little Tokyo Gold Line station to the 7th Street station related to MTA riders. There was no mention of how the connector would offer any benefits to Little Tokyo.

The proposed Underground Connector Alternative would have a very negative impact on Little Tokyo. APPROXIMATELY 20 PERCENT OF THE EXISTING COMMERCIAL AREA IN THE LITTLE TOKYO CRA PROJECT AREA AND OVER 200 PARKING SPACES WOULD BE LOST. During construction, 1st and 2nd St will be closed for an extended

time. Many of our small businesses would not be able to survive the disruption of their activities. Moreover, once the project is completed, the constant flow of trains at grade across the intersection of 1st and Alameda will disrupt the eastern portal of Little Tokyo. To have a subway under 2nd St will not bring any more visitors or shoppers to Little Tokyo.

Over the last 25 years, the community and the Los Angeles Community Redevelopment Agency have worked very hard to make Little Tokyo the vital community that it is today. It is not fair to ask that we sacrifice all that we have achieved just to solve a lack of adequate transportation planning by MTA 20 years ago.

I urge MTA to select the No Build Alternative or the At-Grade Alternative along Temple Street.

Robert D. Volk

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Comments from Go For Broke National Education Center**
Date: May 11, 2009 4:42:55 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>
▶ 2 Attachments, 491 KB



Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Diane Tanaka [<mailto:diane@goforbroke.org>]
Sent: Monday, May 11, 2009 4:41 PM
To: Regional Connector
Subject: Comments from Go For Broke National Education Center

Hello Regional Connector Team,

The Go For Broke National Education Center respectfully submits our concerns and opposition for the Upper Grand Route 1 Alternate (Temple/Alameda at-grade alternative) due to the following: The proposed route will negatively limit the vehicular ingress and egress of the proposed Go For Broke National Education Center project site as it will block the site's only street frontage on Temple Street between Alameda and Judge John Aiso Street. The limited width of Temple Street may also require the widening of the street on the side of our project site creating severe impact to the infrastructure of the building. The proposed

route will also create substantial vibration and acoustical disruptions to the operation of the exhibition facilities housed in the building.

Attached please find a copy of the Go For Broke National Education Center's site plan for your review and consideration of our concerns.

Best regards,
Diane Tanaka

Diane H. Tanaka
Project Manager
Go For Broke National Education Center
310-222-5709 direct
310-328-0907 main
310-962-2698 mobile



Visit Go For Broke National Education Center at www.GoForBroke.org. We must never forget!



[GFB-Drawings.pdf \(487 KB\)](#)

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional connector public comments**
Date: May 11, 2009 9:45:26 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net

P Please consider the environment before printing this e-mail

-----Original Message-----

From: Yuri Popov [<mailto:yopopov@gmail.com>]
Sent: Saturday, May 09, 2009 7:48 PM
To: Regional Connector
Subject: Regional connector public comments

Below is my formal public comments on the regional connector for the record.

I would like to express my strongest support of the Underground Emphasis LRT alternative. This alternative will result in the best performance of the connector among the four alternatives considered. It features the highest ridership, the shortest travel time, the lowest operating costs, and the least traffic impact. These are the most important factors in building the public transit infrastructure in dense urban areas, and all of them are optimized by the Underground Emphasis LRT alternative. While this alternative is slightly more expensive in terms of the construction costs, we are building the future of this city, and we cannot afford to build this project cheaply and badly. Thus, the underground alignment must be chosen.

Sincerely yours,

Yuri Popov, Ph.D.

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Comments re: regional connector**
Date: May 11, 2009 4:38:53 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net

P Please consider the environment before printing this e-mail

-----Original Message-----

From: dawna nolan [<mailto:dawnanolan@yahoo.com>]
Sent: Monday, May 11, 2009 4:14 PM
To: Regional Connector
Subject: Comments re: regional connector

Dear Metro-

As a long-time resident of downtown, I am pleased and excited about the possibility of the regional connector. However, I feel strongly in favor of the below-grade option, as I believe the at-grade option will contribute to congestion rather than relieve it, and impact area-business negatively during construction in a way that will be mitigated with the below-grade option. I am in support of public transportation, AND a pedestrian-friendly downtown...the below-grade option is far better on both counts.

Thanks for taking my comments.

Best Regards,

Dawna Nolan
dawnanolan@yahoo.com
310-650-8525

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional connector scoping
comments**
Date: May 11, 2009 4:42:34 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Howard Nishimura [<mailto:hinishimura@msn.com>]
Sent: Monday, May 11, 2009 4:24 PM
To: Regional Connector
Cc: June Berk Itcc
Subject: Regional connector scoping comments

From Howard Nishimura, former chairman of the Little Tokyo Community Council and Board member.

The comments that I am presenting do not represent the overall view of the board but my personal opinion only.

The Little Tokyo Community has been reduced time and time again for the expansion and growth of City and federal government buildings and to the extent that this new project will continue to make our overall size much smaller as it is presently configured I would like to have the regional connector consider the following suggestion. The traffic is horrible as it exists today and the benefit of the the regional connector as it is presently

being considered is negligible at the cost of losing another block. My observations are as follows:

1. The route of the regional connector line should be redesigned to have the rail line continue south after crossing the freeway and a portal put on the MTA or RTD site and continue underground and create a station on the Mangrove site and split the Gold line to continue to the Eastside Gold line with the connector to the Blue Line.
2. One benefit of this routing is that the split level traffic on Alameda and First Street would not be necessary. This split level concept would be a disaster without the left turn lanes at that particular intersection. The regional connector could tunnel under the First Street and Alameda Street intersection instead of the cars being subject to this problem.
3. Another benefit would be that the property bordered by 1st Street on the North, Alameda Street on the East, 2nd Street on the South and Central Avenue could hopefully be maintained with the minimum amount of disruption to the tenants who presently are operating a business on the location at the present time.
4. With Little Tokyo only having the one station the Regional connector will have very little benefit to the customers, business owners and residents of the Area. A second station if located on 2nd and Main or Los Angeles would be a greater benefit to Little Tokyo.

As this may create a disagreement with the developers of the Mangrove Site I would propose that the Little Tokyo station if the station does not need the land of the Little Tokyo station that it be given back to the developers for additional development.

This represents my comments and I know how you will probably will not entertain such a radical idea I leave you with my best wishes on a successful project and I hope that Little Tokyo survives whatever you decide on.

Howard Nishimura

From: "Roybal, Dolores" <ROYBALD@metro.net>

Subject: FW: Environmental Review Process

Date: May 4, 2009 11:27:38 AM PDT

To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, "'Villalobos,
Monica'" <VillalobosMA@cdm.com>, "Kerman,
Ann" <KERMANA@metro.net>



From: Minh-Ha Nguyen [<mailto:MNguyen@css.lacounty.gov>]

Sent: Friday, May 01, 2009 9:54 AM

To: Leahy, Arthur

Cc: Roybal, Dolores

Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director
Aging & Adult Services Branch
Community & Senior Services
3333 Wilshire Boulevard, Suite 400

Los Angeles, CA 90010

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: FW: Regional Connector - "underground"
alt. concerns
Date: May 7, 2009 3:51:18 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>



Please post to eRoom.

From: Bryant Ng [<mailto:brywng@gmail.com>]
Sent: Wednesday, May 06, 2009 3:14 PM
To: Regional Connector
Subject: Regional Connector - "underground" alt. concerns

To whom it may concern,

I'm writing to voice my concerns about the "underground" alternative to the Regional Connector. While I agree with the benefits of the Regional Connector and believe that it will fulfill an unmet need by connecting the blue and gold lines, my concern is with the "underground" alternative and its negative impact to the Little Tokyo community.

It is my understanding that with the "underground" alternative the properties in the square block bordered by 1st. street and 2nd street on the North and South, and Alameda and Central on the East and West will need to be purchased. I'm concerned that this can have a negative impact on the already tiny community of Little Tokyo. I am a Los Angeles native and currently live near Little Tokyo. My wife and I frequent Little Tokyo on a regular basis and I've been able to observe the dynamics of this community over the years. The square block in question currently houses 2 parking lots, approximately 9 eateries and an Office Depot. With already limited parking options, getting

rid of the 2 parking lots could possibly lead to greater congestion in the area, as well as a decline in overall foot traffic and visits to Little Tokyo due to a decrease in available parking. In addition, the 9 eateries serve as a main traffic generator to Little Tokyo. A simple observation during lunch or dinner can confirm the amount of traffic generated by the businesses and parking lots on that square block. I would argue that the square block alone brings in nearly 50% of the visitors to Little Tokyo, with its businesses and parking lots.

I urge you to strongly consider the "at-grade" alternative to the Regional Connector. I am sure there are pros and cons to both alternatives, but a major con to the "underground" alternative is its obvious negative impact to the Little Tokyo community. Thank you for spending your time reading this and I hope that my comments will be considered when choosing the appropriate scenario.

Thank you,
Bryant Ng
818-593-9082

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector CEQA Scoping comments**
Date: May 7, 2009 3:53:39 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>, Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

From: Gunnar Hand [<mailto:gunnarhand@hotmail.com>]
Sent: Tuesday, May 05, 2009 9:31 PM
To: Regional Connector
Subject: Regional Connector CEQA Scoping comments

Metro,

My name is Gunnar Hand, AICP and I am a member of the Downtown Los Angeles Neighborhood Council (DLANC). While my association with DLANC lends some weight to my comments, I want to be clear that this email does not represent the views of DLANC. I am, unfortunately, a lone dissenting voice for this project on my Board. I would like to focus my comments for the Draft Environmental Impact Report on the alignment and station locations for this project proposal. Primarily, this new transit line should connect directly to Union Station. Instead of creating a separate train that would require a transfer at the 7th and Metro Station, the Regional Connector should extend the Blue Line and the Expo Line into Union Station. It has always been the intent of Metro to make Union Station the primary hub for mass transit in the region, and this would help solidly this position. Additionally, if the original intent of the Regional Connector was to provide a link from the 7th and Metro Station to Union Station, I would respond by saying that this connection already exists (the Red/Purple Line), and the entire project is an unnecessary waste of taxpayer money. While your projected ridership numbers are astounding for this Regional Connector, how much of that traffic is new trips as opposed to shifting trips away from the Red and Purple Lines? In regards

to the alignment, this Regional Connector, or extension of the Blue and Expo Line should remain under ground at 7th and Metro and proceed to a new subterranean platform in Union Station. This could create an additional opportunity to create linkages and transfers between the Gold, Red, Purple, Blue, and Expo lines, as well as Metrolink and Amtrak. As the project seems to be heading towards an above ground alignment and a terminus at the Gold Line East extension station at Alameda and 1st Streets, my primary concern here is the required turn around and end of track infrastructure required at this already congested intersection. With proposed development to occur all around this station, where will this infrastructure go? I fear that through this approach of connecting transit lines, we may create a disconnect in the community and an impermeable barrier between Little Tokyo and the Arts District. While most of my comments are directed at the project itself, hopefully this will help guide the EIR in developing project alternatives that not only have less impact, but many more benefits. Thank you for your time,

GUNNAR HAND, AICP
DLANC Public Sector Workforce Director
816.916.6304

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From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector Comment**
Date: May 8, 2009 11:31:09 AM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>
Keywords: rc.comment



Please post to e-Room

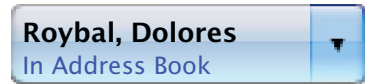
From: Matt Gunter [<mailto:fighterjock1000@yahoo.com>]
Sent: Friday, May 08, 2009 8:19 AM
To: Regional Connector
Subject: Regional Connector Comment

Hello, thank you for this opportunity to comment on this transit project. This is, apart from the "Subway to the Sea" Purple line extension, the most important rail project right now. I am for all rail projects that have been proposed under Measure R, and even more than that. Further, any other projects that Metro is undertaking that involves a decision between Rail or "Dedicated Bus lanes", please think to the future, and realize that trains must connect to trains to create not only an organized looking system, but for efficiency's sake. To stick to the point of the Regional Connector and the decision between At-grade or Below-grade, the issue is quite easy. It must be Below-grade. There are many reasons why. First, The Blue Line (and future Expo Line) already terminates at 7th.st./Metro Center which is underground, so it would therefore seem odd for it to emerge from under the ground after that point. Second, I implore you to think of the traffic mess it could create if it were made at street level. The already crowded streets of both cars and (more importantly) pedestrians will make the train run slower, cause traffic instead of solve it, and more dangerous. Third, from a purely cosmetic point of view, it would look completely out of place with wires, rails, crossing signals, and the train its self with its horn. A downtown area, one that is and will continue to grow, is no place for an At-grade train. I also have heard that the price difference between the two choices is within 20% of each other. Given the fact that we now have Measure R, and more importantly the Federal Stimulus Package delivering several hundred million dollars to Metro, the cost difference is negligible. My final point is this; look to the future, does an At-grade rail system make sense? If your goal is to reduce traffic, and increase the speed at which people

commute by rail, then the train must be underground to connect to our already underground stations.

Thank you for your time,
Matthew Gunter

From: "Roybal, Dolores" <ROYBALD@metro.net>
Subject: **FW: Regional Connector Transit Corridor**
Date: May 6, 2009 12:44:45 PM PDT
To: Ginny-Marie Case
<Ginny@TheRobertGroup.com>, "Kerman,
Ann" <KERMANA@metro.net>, "Villalobos,
Monica" <VillalobosMA@cdm.com>



From: Bunkado [<mailto:bunkado@sbcglobal.net>]
Sent: Tuesday, April 28, 2009 2:46 PM
To: Roybal, Dolores
Subject: Regional Connector Transit Corridor

April 28, 2009

Ms. Dolores Roybal Saltarelli
LA County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

I heard a presentation by MTA staff at the Little Tokyo Community Council Meeting today. Although I applaud the County's work to improve mass transit, I am very concerned about the impact that the project will have on the Little Tokyo community. Given the present economy, I am afraid that the impact will have a severe, and possible permanent negative impact on the already fragile business and cultural community here. I own a retail business that has been in the same location on First Street for over 60 years. I have witnessed a dramatic reduction of family-owned businesses in Little Tokyo, and I feel very protective of this area. I am concerned over the following issues:

1. In the underground scenario, it was not fully clear during the presentation whether or not there would be traffic lanes taken away on 2nd Street. 2nd Street is already slow and congested at any time of day, and any fewer lanes would make its level of service unacceptable, unless it is made a one-way eastbound street.
2. I regret the impact the project will have on business on the block east of Central between First and Second. Perhaps the loss cannot be helped. However, there **MUST BE NO REDUCTION** in the number of public parking spaces. Parking is the single most critical problem this community has. If parking is lost on that block, they should be mitigated at a location within Little Tokyo.
3. I fear the worst regarding the impact on businesses 2nd Street during construction after the experience of the Hollywood line. Would you consider undergrounding at Temple or 3rd Street?

4. I understand there will be 25 trains an hour. How will traffic flow on First Street during rush hour traffic?

Thank you for addressing these issues that are very important to us.

Sincerely,

Irene Tsukada Germain
Bunkado, Inc.
340 E. First Street
Los Angeles, CA 90012
213-625-1122

Mon-Sat: 9:30 am - 6pm
Sun: 10am - 6pm
www.bunkadoonline.com

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Little Tokyo Connector**
Date: May 11, 2009 9:42:30 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post... thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Darryl Garibay [<mailto:dagaribay@sbcglobal.net>]
Sent: Monday, May 11, 2009 9:00 AM
To: Regional Connector
Subject: Little Tokyo Connector

Dolores Roybal Saltarelli,

Regarding the Metro Connector proposed to connect via through or near to the Little Tokyo community, I am not in favor of the below grade alternative. I believe that there are several factors that may/will have an adverse affect on the Little Tokyo community including but not limited to:

1. Potential negative effect on both JANM and MOCA museums, in terms of available parking for their visitors. The 1st and Alameda/Central parking lot is one of the primary parking areas for these museums.

2. Potential serious negative effect on all Little Tokyo businesses. I believe that not only the obvious businesses would be affected (1st and Central and Office Depot complex), but also adjacent businesses. A long period of construction was stated at the recent Q & A meeting @ the LTCC meeting on 4/28/09. I believe that the reality and the perception of the public could be that of a "hassle" to enter, shop, visit, eat, meet, etc.. in Little Tokyo. That kind of perception can kill businesses in the immediate area and have a negative effect on all businesses--as a customer may never make it to the center or the west side of Little Tokyo.
3. I do not agree with the concept that more visitors will result from the below grade. Actually I think it will be the opposite versus an at grade solution (i.e. Temple Street)
4. General traffic impact due to the probable train frequency and the negative impact that will have on one of the entrances into Little Tokyo.
5. Loss of significant number of surface parking spaces (approximately 200) for general public parking for the area, both on the 1st and Central site as well as the Office Depot site.

As an objective business person, I believe that it takes a long time to cultivate a business/following and a great community. With a severe disruption, failed businesses are probable and it will very likely take a long time to rebuild. To me the question, "is that risk necessary?" needs to be asked. My opinion is that it is not.

I urge the MTA to make a selection of the No Build or Temple Street At-Grade alternative. I believe that the Temple alternative may be able to achieve the best results for all parties--

- a.) Providing the desired connector
- b.) Doing so in a way that would not require significant sacrifices of the Little Tokyo community and its businesses.
- c.) Actually increasing visitors to our community (or adjacent neighborhoods) via riders actually seeing some of the area and perhaps coming back into the Little Tokyo community at a later time.

Sincerely,

Darryl Garibay, President
Advanced Parking Systems
544 Mateo Street, Third Floor
Los Angeles, CA 90013
P: 213-628-9500
F: 213-628-9600

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: comment: stations need many portals**
Date: May 8, 2009 11:32:53 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>
Keywords: rc.comment



Please post to e-Room

-----Original Message-----

From: James Fujita [<mailto:jim61773@yahoo.com>]
Sent: Thursday, May 07, 2009 8:56 PM
To: Regional Connector
Subject: comment: stations need many portals

I'm glad to hear that Metro is moving forward with the Regional Connector project.

I don't know where the stations will be built, but wherever they are built, I hope that they are underground, and I hope that there will be plenty of portals.

The current Red Line stations don't have very many entrances and exits. The big portals are great, but they shouldn't be the only exits.

Other cities with subway systems have stations with lots of portals, entrances, exits and pedestrian tunnels that lead to the stations. This makes it much easier for people to find the stations and get inside.

For the downtown area, it would not be enough to have only one or two entrances.

For example, if there is a station near the Bonaventure Hotel, there ought to be a station entrance that leads directly into the Bonaventure Hotel. There ought to be station entrances that lead directly into downtown office towers. This sort of thing happens all the time in downtown Tokyo.

If it is too hard to have a station entrance lead directly to a building, then the stations ought to have multiple exits.

Thanks,

- James Fujita

From: "Roybal, Dolores" <ROYBALD@metro.net>
Subject: **FW: Regional Connector - scoping comments**

Date: May 6, 2009 3:47:36 PM PDT

To: "Kerman, Ann" <KERMANA@metro.net>, Ginny-Marie Case <Ginny@TheRobertGroup.com>, "Villalobos, Monica" <VillalobosMA@cdm.com>



From: Ron Fong [<mailto:rfong@ltsc.org>]
Sent: Wednesday, May 06, 2009 3:46 PM
To: Roybal, Dolores
Subject: Regional Connector - scoping comments

Hello Ms. Saltarelli,

With this email I'm submitting the following comments on the scope of the EIS/EIR to be prepared for the Regional Connector Transit Corridor project.

Regarding the underground alternative:

1. The MTA should consider locating an underground station as close as possible to Little Tokyo, preferably at 2nd and Los Angeles streets. Given the demolition of the "Office Depot block" and 2nd Street underground construction, Little Tokyo could suffer the largest negative impact during construction. In return, Little Tokyo should have a station that serves the community; otherwise neither the at-grade nor underground alternatives would serve Little Tokyo at all.

2. The MTA should consider providing direct assistance to businesses in Little Tokyo that will be negatively impacted by underground construction and its staging. This includes businesses on 2nd Street and those across from the "Office Depot block" on Central, 1st and Alameda streets.

3. The MTA needs to closely study the impact that trains will have on

vehicular and pedestrian traffic at the intersection of 1st and Alameda streets where the trains will cross at grade. 1st Street is heavily used by commuters during rush hour, and we are concerned that frequent delays at this intersection will drive neighborhood users away from the area as well as degrade air quality.

4. Little Tokyo will lose significant amounts of public parking if the "Office Depot block" is demolished and used for staging during the entire construction period of the Regional Connector. This is a significant negative impact on Little Tokyo. The MTA should consider providing replacement public parking nearby during the entire period that the agency occupies the block and to provide replacement public parking on-site after construction is finished.

Regarding both alternatives:

1. The MTA should consider topping or placing a cap on the Alameda underpass as it travels through Little Tokyo. This will provide new open space opportunities and help ease pedestrian access across Alameda to and from the new Gold Line station.

Thank you for your consideration. Please feel free to contact me if you have any questions about these comments.

Ron

Ronald M. Fong, Planning Director
Little Tokyo Service Center (<http://www.ltsc.org/>)
231 East Third Street, Suite G-106, Los Angeles, CA 90013
T: 213-473-3025 / F: 213-473-1681 / E: rfong@ltsc.org

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector Comments**
Date: May 11, 2009 9:44:06 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Jeffrey Farrington [mailto:jeffrey.farrington@gmail.com]
Sent: Sunday, May 10, 2009 8:12 PM
To: Regional Connector
Subject: Regional Connector Comments

To Whom It May Concern:

I strongly urge you to adopt the underground LRT alignment. Traffic mitigation, pedestrian safety, and system efficiency make this a superior option. I spend considerable time in the downtown area and ride the metro rail system rather frequently and would appreciate the improvements that would be provided by the underground LRT alignment for the regional connector.

Thank you,
Jeff
Resident of Northridge

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Supporting underground regional connector**
Date: May 7, 2009 3:52:22 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, Arcelia Arce
<arcelia@therobertgroup.com>



Please post to eRoom.

-----Original Message-----

From: Ian J. Crossfield [<mailto:ian.j.crossfield@gmail.com>]
Sent: Wednesday, May 06, 2009 12:10 PM
To: Regional Connector
Subject: Supporting underground regional connector

Hello,

I am writing to note my support for the underground, fully grade-separated, alternative for the Regional Connector project currently under construction. This alternative has higher ridership projections, faster commute times, and results in less additional congestion in the Downtown environment.

I also urge the project to strongly consider building this underground project with THREE sets of tracks. Once completed, this will be a difficult project to retrofit -- an extra set of tracks will allow for additional capacity, speed, and redundancy as our Light Rail network continues to expand.

Ian J. Crossfield
ian.j.crossfield@gmail.com
3717 Bagley Ave., Apt 203
Los Angeles, CA 90034

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: FW: Regional Connector Idea / Other Ideas
Date: May 12, 2009 9:56:44 AM PDT
To: 'Ginny-Marie Case' <Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobergroup.com>
 4 Attachments, 235 KB

Regional Connector
 Not In Address Book

Made the deadline.....
 Please post.
 Thanks!

Ann Kerman

Constituent Program Manager
 Metro Regional Communications
 Central LA/San Fernando Valley/North County
 Tel: 213-922-7671 ~ fax: 213-922-8868
 Email: KermanA@metro.net

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From: Antonio Allah [<mailto:Antonio.Allah@apollogrp.edu>]
Sent: Monday, May 11, 2009 11:42 PM
To: Regional Connector
Cc: Harborsubdivision; Westside Extension; Starosky, Greg
Subject: Regional Connector Idea / Other Ideas

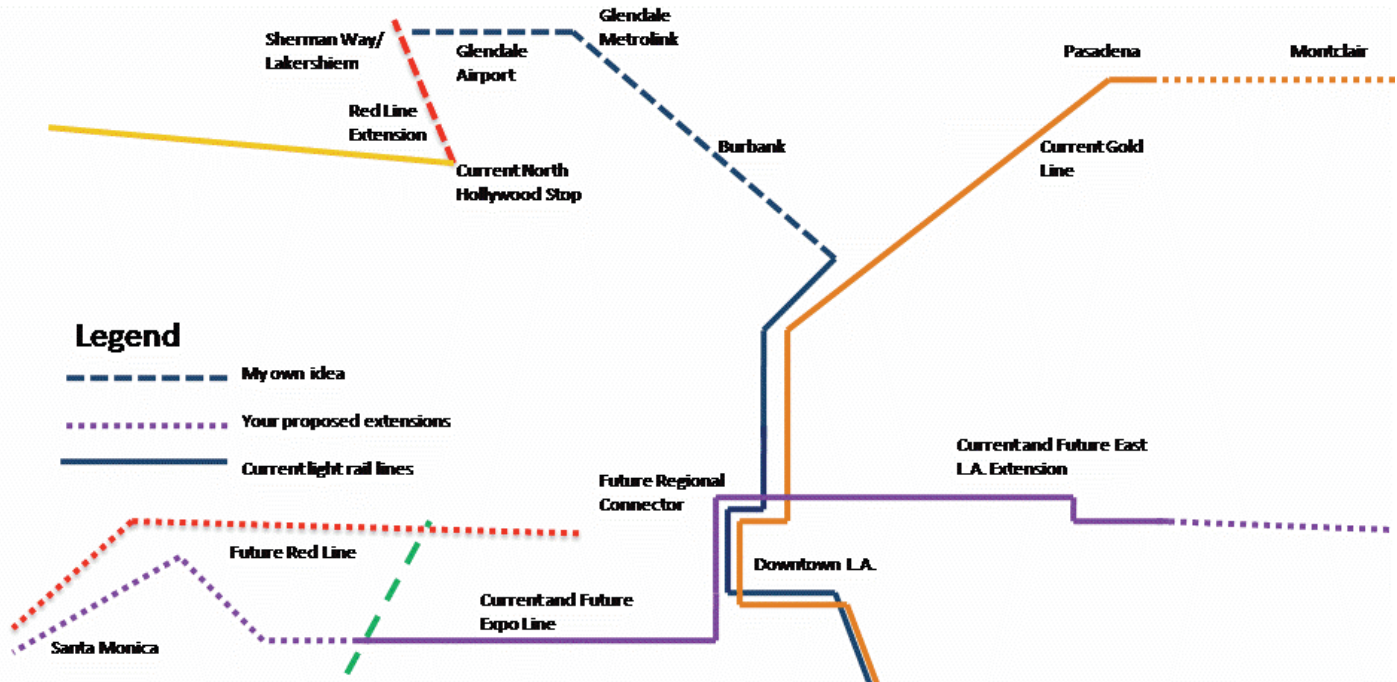
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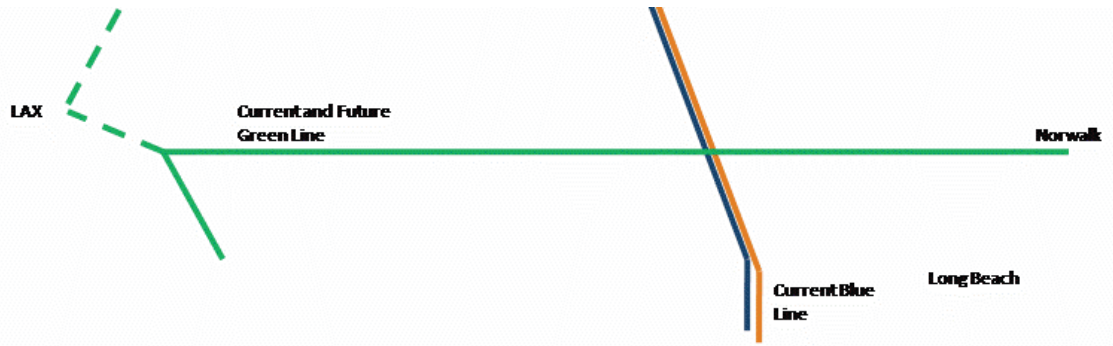
I am glad I got this on time. Since the Blue Line is one of your most successful lines, you may not want to take anything away from the Blue Line as far as frequency.

Here is what I propose.

Consider a line that goes from Union Station to Glendale. The stations can match the Metrolink stops along the way. The line will then head West to connect with the Glendale airport. That line will probably be no longer than five miles.

- Blue Line – Glendale Airport to Long Beach
- Gold Line – Pasadena (Montclair) to Long Beach
- Purple Line – Whittier (East L.A.) to Santa Monica (Exposition)





Regards,


Thank you.

Antonio Allah, Information Center Analyst

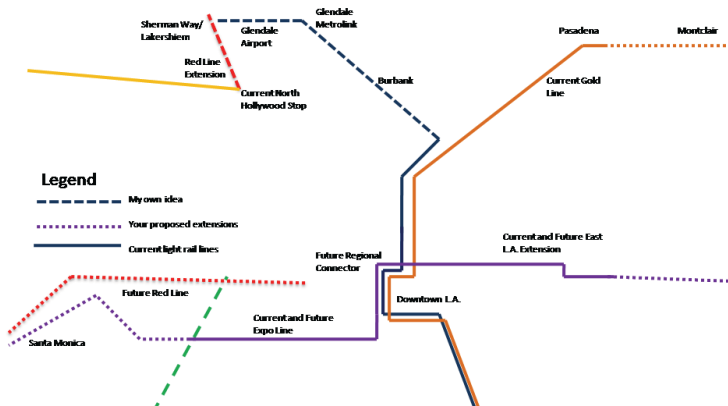
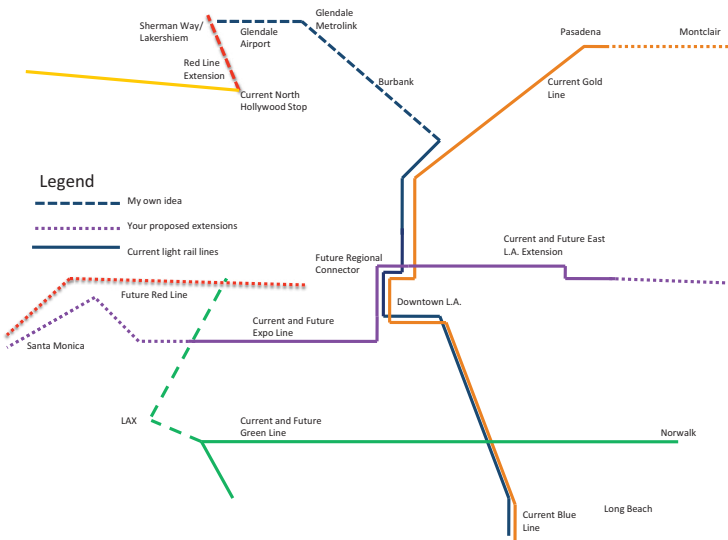
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phone: 602.387.3830 | fax: 602.383.5401 | email: antonio.allah@apollogrp.edu

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[lines.pptx \(62.4 KB\)](#)

Date: May 10, 2009

To: Ms. Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
email: RegionalConnector@metro.net

Metro Board of Directors
cc: Ann Kerman

Also: cc: Councilwoman Jan Perry
cc: Mayor Antonio Villaraigosa

From: June Aochi Berk
Home Address: 11338 Sunshine Terrace
Studio City, California 91604
email: juneaochiberk@aol.com

Re: Proposed Metro Regional Connector Transit Corridor

Thank you for the presentation on the Proposed Regional Transit Connector Corridor by Metro at the recent Little Tokyo Community Council meeting which was held at the Japanese American National Museum. We appreciate your outreach to the community and your invitation to receive comments from the community.

I wish to hereby submit my personal comments and concerns regarding the proposed two and the third, "no build," alternatives. I hope that I may be pardoned for my passion for my personal perception of how this proposed project would impact the Little Tokyo community. My concerns are as follows:

1. The impact on the vehicle and pedestrian traffic on the intersection at 1st and Alameda, where the eastbound train will egress from the underground tunnel at the southwest corner and cross diagonally over the intersection to the northeast corner.
2. The safety factor at the 1st & Alameda intersection for both vehicular and pedestrian traffic
3. Impact on the traffic flow on 1st Street - eastbound and westbound - the main artery of Little TokyoThe impact this intersection has on the Little Tokyo community. It would split the community, as we know it now, in half.
4. The impact this project would have on the Little Tokyo community, both physically as well as environmentally and threaten the quality of life in Little Tokyo

5. According to the Metro Overview on the website, the following Benefits of the Regional Connector are listed:

- ** The Regional Connector benefits the entire Los Angeles County region - not just Downtown.*
- * The Regional Connector will enhance Metro Rail service by providing one continuous trip between the Pasadena Gold Line and Blue Line, and between the Eastside Gold Line and Expo Line.*
- * The Regional Connector will minimize the need for transfers, reducing one-way light rail trips across the County by 10 - 30 minutes or more.*
- * The Regional Connector will reduce station crowding, especially at peak hours.*
- * The Regional Connector will provide new access to Downtown attractions as well as regional destinations.*
- * The Regional Connector will increase regional mobility.*

The Regional Connector will enable all Los Angeles County rail and bus transit as well as all intercity transit service to operate more efficiently and attract higher ridership, thus reducing roadway congestion, improving regional air quality and reducing the region's carbon footprint

Nowhere in this overview does it state what, if any, impact this project would have on the Little Tokyo community. I submit herewith the concerns I have with this proposed project:

As I understand it, the following train lines would connect at 1st and Alameda through Little Tokyo by providing continuous through service between the destinations served by the Gold, Blue and Purple Light Rail Train lines:

Gold Line - Presently from Pasadena to East Los Angeles (Monterey Park) - opens 2009. Westbound trains from Monterey Park would turn right and stop at Little Tokyo/Arts District, on Alameda Street, northeast corner, travel northbound to Union Station for connecting trains, and travel on through Chinatown and then to Pasadena.

Propose that

- Gold Line Train 1 - Coming from ELA would turn right, then travel northbound to Union Station and Pasadena
- Gold Line Train 2 - Coming from ELA would travel directly through Alameda intersection at Street Level through Little Tokyo and travel westbound and southbound to Long Beach
- Gold Line Train 3 - from ELA would travel directly through 1st & Alameda in Little Tokyo on street level and travel westbound to Culver City

Blue Line - Propose that:

- Blue Line Train 1 - From Long Beach, now ending at 7th St. Metro, would continue to travel through to Little Tokyo, then egress to street level at 1st & Alameda, stop at Little Tokyo/Arts District Station - then travel northbound to Pasadena

- Blue Line Train 2 - From Culver City/ Westside LA to continue through Little Tokyo, egress to street level on 1st & Alameda and travel eastbound to East LA / Monterey Park

Purple Line - Propose that:

- Purple Line Expo Line (1) from Westside (Culver City) go through Little Tokyo, subway and egress at 1st & Alameda to street level, then travel eastbound at street level to East LA
- Purple Line Expo Line (2) from Westside (Culver City) go through Little Tokyo, egress to street level to 1st and Alameda and then stop at a platform for passengers, then travel eastbound to Pasadena

All of the above 7 train lines (14-both ways) with different destinations would cross over diagonally, both eastbound and westbound, at street level, at the intersection at 1st & Alameda. We were told that the trains would cross over the Alameda and 1st Street intersection approximately every 2- 1/2 minutes both ways, or 25 trains in one hour (2.25 minutes).

If the above is true, 1st & Alameda would then be known as a major street level "hub" for Metro Trains, and not known as an intersection of Little Tokyo. It would, in effect, be an area that people would avoid, whether driving or walking, because it will be considered dangerous and too busy with train traffic. The Historic Little Tokyo would be divided in half, and split from each other at this vital intersection.

1. Impact / Concerns / Questions - on the 1st & Alameda Intersection

The intersection at 1st and Alameda is the key intersections of Little Tokyo, and it is vital to the economic and, even to a great degree, to the spiritual life of Little Tokyo. All traffic entering Little Tokyo would be interrupted on 1st Street at Alameda Street if the Metro trains were to cut diagonally across this intersection every 2-1/2 minutes.

I am concerned that there would be no benefit to Little Tokyo Community, with the trains egressing to street level to cross diagonally of 1st And Alameda every 2-1/2 minutes, and also with the westbound trains crossing over to enter the tunnel. The environmental impact on the noise for this intersection would negatively affect the residents living on the southeast corner of the intersection, as well as disrupt pedestrian and vehicle traffic tremendously.

I would imagine, in my opinion, that if this were to be proposed at any downtown street intersection, i.e. 7th & Flower, the hue and cry of objections by the businesses affected would be loud and immediate to such a hub at a street-level intersection. I cannot imagine that such an intersection would be acceptable in Downtown Los Angeles.

At least at the 7th & Metro hub, as it operates now, the Red Line and Blue Line meet underground, on two (or three?) different levels, and transfers occur below street level for the connecting trains. Although I have seen how busy it gets with people transferring to connecting trains, the intersection above on 7th & Flower is not adversely affected by the hub below. This would not be the case at 1st & Alameda.

It is hard to imagine how a tri-level underground situation at 7th & Flower can be transferred to a street level (one level) to handle all of the trains coming through. It sounds impractical, and would also be confusing for the riders who want to transfer at 1st and Alameda at the Little Tokyo / Arts District Station, to get off and find the trains that they want to transfer to. And also to connecting buses and the DASH. The 7th and Metro underground platform is very crowded with hundreds of passengers transferring connections. How can this large amount of riders be accommodated on the small platforms designed for the Little Tokyo / Arts District Station?

- How would a person, for example, coming from Long Beach on the Blue Line, go to East LA? Will there be a platform for eastbound trains across 1st Street (will there be another platform built?) for riders to get off or on to the Blue Line? Where will the platform be built for westbound riders on Blue Line and Purple Line? Will there be additional tracks built to service these lines at the intersection?
- If the trains egress from the Office Depot area, how much room will the trains need to make that turn and stop at the Little Tokyo / Arts District Station?
 - How slow or fast will the trains be traveling as they approach the Little Tokyo/Arts District station?
 - How many segments in one train? How long will it take the train to pass through the intersection?
 - Will more property need to be acquired to handle the "hub" of trains coming from all the different directions traveling to so many different destinations?
- With a train count of 2.25 headway on 4 lines going through the intersection, how was the headcount determined?
- Will the train run on 2 tracks across 1st and Alameda at street level for all of the projected trains coming through the intersection? Or will more tracks be added?
- The auto /bus traffic on surface street crossing East / West on 1st Street at Alameda would be extremely slow, if at all possible, with a very heavy back-up on 1st Street, a major thoroughfare and entrance into Little Tokyo.

- It would be extremely difficult, and a tremendous liability to allow pedestrians to cross over 1st Streets and Alameda Street, east/west and north/south.
- How much time will pedestrians have to cross in any direction?
- If you are bringing in more trains, you will need more switches and more room to accommodate those switches (at least 2 switches for each train you intend to run in each direction) which means it will take more room for the extra switches. Would this also mean more maintenance for the tracks?
- You will need more room for transfer of passengers at this intersection. Will you build more platforms? Where ?
- How does one get across the tracks to gain access to train on next track? Will trains heading to East LA, be able to leave passengers on platforms at 1st and Alameda? Where?
- With all of the connector trains, and with so many transferring passengers, would it not be detrimental to passengers changing trains, not knowing where to transfer or where to catch the next train of their choice; creating confusion on the platforms. I envision a very crowded, chaotic situation at this transfer / loading / unloading point.
- How high will the electric lines be above the trains coming out of the tunnel crossing over 1st & Alameda at street level ? How will Metro be able to build a pedestrian cross-over bridge if the electric lines are so high above the trains? Will this bridge be covered to protect pedestrians from rain? Will it be earthquake safe?
- The main concern here is how can pedestrians get from one side of 1st Street to the other side? Will one have to walk to 2nd Street - or Temple Street to cross over Alameda?
- How will a person cross parallel across Alameda - from the southeast corner to the northeast corner? Will they have to cross over the tracks? The same goes for pedestrians from the northeast corner to the northwest corner. How many tracks would pedestrians cross over?
- Will the train come at the same speed out the tunnel, or will the train first stop underground, in the tunnel, before climbing to the street level to egress out of the tunnel. Will the engineer be able to see the cross traffic ahead from a monitor ? Will the train stop before entering the intersection? Will it have traffic lights?

- What if a pedestrian - a child or elderly citizen - stumbles and falls on the tracks. With 2-1/2 minutes between trains, I would imagine a person becoming frozen and panicky. Will the engineer be able to stop in time and avoid a collision with the pedestrian?
- The pedestrian cannot see any train in the tunnel and coming out of the tunnel and how soon a train is arriving. What safeguards will there be to make sure that no one is in the crosswalk? What if someone tries to "beat the train" and doesn't see the oncoming train? Will the engineer be able to stop in time?

I would prefer to see a plot plan, or preferably a model to see what would happen at that intersection

2. Safety Factor

Even as I am concerned about the preservation of the quality of life of Little Tokyo, I am even more concerned for the safety factor for pedestrians at this intersection:

- Would the Board of Directors of the Los Angeles County Metropolitan Transit Authority be able to assure 100% safety of pedestrians at this busy intersection?
- What would happen if a child, distracted by noise or something shiny on the ground, or an elderly person who cannot see or hear too well, or an indigent person crossing against the light, suddenly looks up to see a train coming out of the tunnel, a few feet away, and coming towards them? Would the train engineer be able to stop in time?

I fear for these very vulnerable people - the children, the seniors who are often handicapped and elderly, the indigent person who crosses the street at 1st and Alameda at all hours of the day and night. They would not be able to see the trains approaching out of the tunnel. The train would suddenly appear as it comes out of the tunnel only a few feet away, and people would be unable to react and move of the way in time.

I believe that people will be hesitant to bring their children, older seniors on trains because of the danger of so much train traffic coming through the center of Little Tokyo's busiest intersection.

3. **Impact on the Traffic on 1st Street, and 2nd Street**

- **First Street is the main artery for Little Tokyo.** 2nd Street is also another busy artery, and on Third Street there are many residential complexes both for seniors and non-seniors. There is also a large medical complex on Third Street with the Pacific Commerce Bank at street level.

Little Tokyo on the eastside of Alameda houses the following:

- Los Angeles Betsuin (Nishi) Buddhist Temple
- Zenshuji Buddhist Temple
- Maryknoll Japanese Catholic Church
- Japanese restaurants and businesses
- Large residential complexes
- The Nikkei Center, a proposed 360-unit mixed-use development, is planned for the northeast corner of 1st and Alameda.

Little Tokyo on the westside of Alameda, north of 1st Street

- The Japanese American National Museum
- The MOCA Geffen Contemporary Museum
- The East West Theatre and Union Arts Building
- Many restaurants, businesses, galleries, hotels and residential housing (mostly for seniors)

Little Tokyo on the westside of Alameda, south of 1st Street

- The Japanese American Cultural & Community Center & Plaza
- The Japan America Theatre
- A large medical building
- The Japanese Village Plaza
- Centenary Methodist Church
- Union Church of Los Angeles
- Zenshuji Buddhist Temple
- Little Tokyo Branch City Library
- Casa Heiwa, the Little Tokyo Towers, Miyako Gardens, Little Tokyo Villa, Teramachi Condominums and many other senior housing residences.
- Many restaurants, offices, businesses and government offices
- Soon to be built mixed use residential and business complex on "Block 8" (2nd/3rd/San Pedro/Los Angeles Street)
- Also in planning stages: Little Tokyo Recreation Center for youth, seniors and Little Tokyo community residents

As noted, the trains at the intersection of 1st and Alameda would split the Little Tokyo community in half. Little Tokyo is a walking community and many of Little Tokyo's residents are elderly and handicapped eyesight and hearing, and it would be difficult for pedestrians to cross over the 1st and Alameda intersection with trains crossing every 2.25 minutes.

- How would traffic flow on 1st Street, either / or / both eastbound and westbound? Will vehicular traffic be re-routed to 2nd Street or Temple Street to cross over 1st Street? Or, if it is allowed, will there be rail traffic gates going up and down? Would eastbound traffic on 1st Street be allowed to turn right?
- The bus traffic on 1st Street would also add to the tremendous back-up on 1st Street at this 1st & Alameda intersection. Overflow traffic on 2nd Street would also be heavy, and traffic would clog intersections and streets around Little Tokyo.

4. Lack of Available Parking Spaces Would Become Even More Critical

The 200-space parking lot on 1st and Alameda and Central Avenue is vital for the economic life of the Little Tokyo community. At the present time, there is already a parking space availability crisis in Little Tokyo. If this parking lot were to be taken away by Metro for the tunnel egress site, Little Tokyo would lose 200 more parking spaces.

This long-standing parking lot is important to sustain the economy that is once again beginning to improve in Little Tokyo with events at the Japan America Theater at the Japanese American Cultural and Community Center, on the south side of 2nd Street, and on the north side of 2nd Street, the East West Theater and the Japanese American National Museum, MOCA Geffen Contemporary are major attractions in Little Tokyo. These institutions and the many Buddhist Temples and Christian Churches in the area once again are thriving with people from all areas of the Greater Los Angeles County, and from Southern California coming to Little Tokyo. This is a place that welcomes visitors from all over the world who come to Little Tokyo for events/weddings and funerals, and celebratory yearly events such as Nisei Week, the Obon Festivals and Children's Day activities.

All of these events, institutions and businesses would suffer from a lack of available parking spaces.

5. Background / History / Effect on Future of Little Tokyo

Little Tokyo has been located in this same area since the first businesses opened in the late 1800s. It has grown physically and economically, and survived through a series of events that threatened the existence of Little Tokyo.

From the time my parents arrived in the United States in 1900 and settled in Los Angeles, and as a child growing up in Little Tokyo before WWII, Little Tokyo has served as a very special cultural and historical and educational place for many like myself, who grew up learning the traditions and culture of Japan.

Then, owing to the special provisions of the now infamous Executive Order 9066, Little Tokyo was disseminated and demolished during World War II as the Japanese and Japanese Americans were forcibly moved out in the mass evacuation in 1942. Businesses were closed down, and residents lost their civil rights, and against their will, sent to live in America's Concentration Camps. (In fact, the corner of 1st and Central, one block west of 1st and Alameda, was the gathering / departing point for hundreds and thousands of Japanese families (our family was among those families) being sent by bus to Santa Anita and Pomona Assembly Centers.

After the end of WWII, the Japanese / Japanese Americans were allowed back into California, and many resettled in what was once Little Tokyo, and again they invested their time and money and were determined to rebuild Little Tokyo. It took a lot of sweat and endless hours of back-breaking effort to bring the community back to a successful and thriving community.

Then, again, around 1947-50 the City of Los Angeles took away a large portion of Little Tokyo to build the City's Police Headquarters at Parker Center. Again, businesses and buildings were demolished or displaced, closed and or moved to other areas in Los Angeles, Gardena, East Los Angeles and San Fernando Valley. Much of Little Tokyo was lost to the City.

Little Tokyo survived, and is now coming back again to thrive once more as a vibrant community. There are new businesses and restaurants along Central Avenue, 2nd Street, and 1st Street. This vibrant street of businesses and restaurants would be demolished with the proposed Underground Tunnel Exit on the block bounded by 1st & 2nd, Alameda and Central Avenue. Many small businesses and restaurants on 2nd Street would be unable to survive the many years of construction, traffic obstacles, noise and air pollution.

6. Future of Little Tokyo

In 2007, Little Tokyo was officially designated by the State of California as one of the three remaining Japantowns in California. (San Francisco and San Jose and Los Angeles). There have been capital improvements and many new residents moving in, and discussions were held in the Community for planning and design guidelines. The discussions continue today as the LTCC Planning and Cultural Preservation Committee meet with the City Planners for the design and planning guidelines for the future Little Tokyo and Downtown Los Angeles.

The week-long Nisei Week Japanese Festival, held in August each year, celebrates the businesses, people and culture of Japan. Nisei Week began in the mid-1930s and with the absence in the War years, it has continued to bring thousands of visitors to Little Tokyo, and this year will celebrate its 69th year. Thousands of visitors come to Little Tokyo each year to celebrate Nisei Week, as well as the Buddhist Temples' "Obon" Festivals and other special events all year around.

Many have continued to bring their children and grandchildren to shop, eat and play and work in Little Tokyo. In the near future, the Little Tokyo Recreation Center, which will be built soon, will become the center of Japanese American youth activities.

Now, once again, the quality of life in this quaint Historic Little Tokyo in Downtown Los Angeles is being threatened.

Because of the uncertainty of the conditions caused by construction, the proposed project would keep people from coming to Little Tokyo during and after construction, and the economy and the vibrancy of Little Tokyo would suffer greatly. Many of the Little Tokyo small businesses would be devastated, and unable to survive the long period of construction.

The Little Tokyo community is very small in area and very fragile. It is vulnerable to any sudden changes and long-term construction such as for the Transit Corridor Connector.

What a shame it would be for the City of Los Angeles to lose the vibrancy and the economic vitality and the cultural quaintness of Little Tokyo.

And what a tragedy it would be for a pedestrian to suffer the tragic consequences of an ill-designed, unsafe planned intersection.

Therefore, I would respectfully urge that the Metro Board vote "No" on Metro Transit Regional Corridor Connector Underground Alternative - and urge the Metro Board to not build an underground emphasis with trains coming out of a tunnel on the southwest corner of 1st and Alameda to cross diagonally for eastbound and westbound trains at street-level at this busy vehicular and pedestrian intersection in the middle of Little Tokyo.

I would urge that the Metro Board consider the either the "no build" alternative and have the trains meet at the hub in Union Station, and use shuttle buses or DASH to connect passengers for transfers.

Or, I would urge the Metro Board to vote for the At-Grade Alternative to travel along Temple Street which is the northern edge of Little Tokyo. The employees in the government offices, or visitors that have business at government offices on Temple Street and Civic Center area, could potentially leave their cars at home and travel through the Metro system and arrive at their destinations in the Civic Center area and Temple Street offices; thus, saving the environment from more cars traveling to daily destinations. This would leave more parking spaces available for customers of businesses in Little Tokyo and downtown area. This would also leave Little Tokyo area intact from being split in half.

As one travels through Civic Center and Little Tokyo, at street level, the life of the City can be seen on Temple Street; and in Little Tokyo, the East West Theatre, the Union Arts Center, the Go For Broke 442nd Memorial Monument and National Education Center, MOCA Geffen Contemporary and the Japanese American National Museum and the National Center for the Preservation of Democracy would be seen from Temple Street.. If the hoped for Art Park is built, the many travelers on the Metro trains at street level on Temple Street would pass by this park.

When I ride the subway (Red Line) from the Universal City Station to Union Station, I do not see any of the City above ground. I miss seeing the different neighborhoods. Subway is a good way to get around quickly, but you lose the connection to the various diverse neighborhoods in Los Angeles.

And Los Angeles is a beautiful City; a beautiful patchwork quilt of diverse neighborhoods. We should preserve and protect all of these neighborhoods.

Thank you again for inviting our comments and considering our concerns.

Respectfully submitted

s/June Berk

Email: juneaochiberk@aol.com

Secretary and Contact Person, Little Tokyo Community Council

(Member of the LTCC ad hoc committee working with Metro Planners of the Transit Corridor Connector Project)

Secretary, Leadership Education for Asian Pacifics, Board of Directors, Little Tokyo

Secretary, L.A. Artcore, Board of Trustees, Little Tokyo

Arcelia Arce

From: Kerman, Ann [KERMANA@metro.net]
Sent: Wednesday, May 06, 2009 9:08 AM
To: Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce
Subject: Scoping Comment

Scoping Comment:
Please post to eRoom.
Thanks!

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 05, 2009 6:49 PM
To: Kerman, Ann
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: MARTHA
lastName: PORTER
organization: USC
emailAddress: mporter_6@yahoo.com
streetAddress: 3467 W 71st Street
city: LA
state: CA
zipCode: 90043
Date: Tuesday, May 05, 2009
Time: 06:49:16 PM

comments:

I like the details and strategic location of the Regional Connector-Downtown. Many passengers can ride it, because it connects to the Tokyo Arts District, the Red/ Purple, and Expo Lines. All in all, it can be named the "L" (aka. The LA Loop).

*Martha Porter

Arcelia Arce

From: Kerman, Ann [KERMANA@metro.net]
Sent: Tuesday, May 05, 2009 3:21 PM
To: Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce
Subject: Scoping Comment

Please post to eRoom
Thanks!!

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 05, 2009 1:36 PM
To: Kerman, Ann
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Daniel
lastName: Walker
organization:
emailAddress: milowalker@ca.rr.com
streetAddress: 7416 West 82nd Street
city: Los Angeles
state: CA
zipCode: 90045
Date: Tuesday, May 05, 2009
Time: 01:36:16 PM

comments:

We support the Regional Connector project. We urge Metro to move forward with final environmental clearance and build this proposed Light Rail project mostly underground from 7th/Metro to Little Tokyo ASAP. The Regional Connector will have high initial traffic because it will link passengers from the Expo Santa Monica / Long Beach Blue Lines under downtown LA to the Pasadena Gold and East LA lines. We support the "Underground Emphasis LRT" option over the proposed surface alternatives. The underground option will be safer and quicker and impact downtown traffic less during construction. The Regional Connector should be a key project in the funded category of the upcoming MTA/SCAG Long Range Transportation Plan for LA county. Building a vehicular tunnel for Alameda St. would improve safety for pedestrians, trains, trucks, and cars near 1st St / Little Tokyo Metro station. We believe this project is worth the estimated AA report cost (about \$900M). Modern deep bore tunneling equipment/techniques should reduce actual total costs if construction can be initiated ASAP. Convenient links at each proposed new station should be provided for pedestrians, bikes, and bus transfers to LRT.

Thanks and good luck!

Arcelia Arce

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Tuesday, May 05, 2009 3:15 PM
To: Ginny-Marie Case; Clarissa Filgioun; Arcelia Arce
Subject: Scoping Comment

Please post to eRoom.
Thanks!

-----Original Message-----

From: akumamoto@aol.com [mailto:akumamoto@aol.com]
Sent: Tuesday, May 05, 2009 12:02 PM
To: Regional Connector
Subject: Little Tokyo

Please include a Little Tokyo stop if underground between Los Angeles and San Pedro on second (1st choice) and at least Temple and Judge Aiso if Temple surface is selected (the stops along this route are not convenient to Little Tokyo)

A KUMAMOTO
323 223 6473 X18

From: [Kerman, Ann](#)
To: [Clarissa Filgioun; Arcelia Arce;](#)
Subject: FW: Regional Connector
Date: Monday, May 04, 2009 11:30:44 AM

Please post to eroom...
Thanks!!

-----Original Message-----

From: Roybal, Dolores
Sent: Monday, May 04, 2009 10:41 AM
To: 'Ginny-Marie Case'; 'Villalobos, Monica'; Kerman, Ann
Subject: FW: Regional Connector

-----Original Message-----

From: Garrett Sergeant [<mailto:scythefalcon@mac.com>]
Sent: Friday, May 01, 2009 12:57 PM
To: Roybal, Dolores
Subject: Regional Connector

Greetings-

I wanted to quickly add my two cents regarding the downtown connector project.

This project MUST be placed underground.

Downtown is already a vortex of traffic congestion and an on-grade train will only hinder that more.

We've also already seen what on-grade rail does to slow rail traffic flow with the gold line. This connector will be among the most heavily trafficked rail passages in the county if completed. This project is all about speed and fluidity, which will go out the window if implemented in such a way.

In addition, this project is about a much grander scheme in which Los Angeles is trying to build a world class rail system capable of meeting the demands that will be placed on the city in the coming decades. Anything running above ground through downtown will not stand to meet these demands. Do it right the first time and don't regret it later.

-Garrett Sergeant

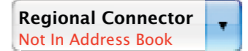
From: Regional Connector <RSC_RegionalConnector@metro.net>

Subject: **FW: Regional Connector DEIS/EIR comment**

Date: April 17, 2009 2:41:17 PM PDT

To: 'Ginny-Marie Case' <ginny@therobergroup.com>, 'Ginny-Marie Case' <gincase@gmail.com>

Cc: Clarissa Filgioun <Clarissa@TheRobertGroup.com>



fyi

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central LA/San Fernando Valley/North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net

P Please consider the environment before printing this e-mail

-----Original Message-----

From: richard schumacher [<mailto:schumach@hp.com>]

Sent: Friday, April 10, 2009 2:38 PM

To: Regional Connector

Subject: Regional Connector DEIS/EIR comment

The Underground Emphasis LRT alternative is vastly superior and well worth the additional cost:

- the wye connection at the Gold Line maximizes operational flexibility
- the lack of traffic and pedestrian conflicts allows minimal headways and travel times

Both of these features would greatly increase the utility of the existing Blue, Gold and Red lines, much more than would the No Build, TSM, or At-Grade Emphasis LRT alternatives.

regards,

Richard Schumacher

From: Satenique Squires [<mailto:satenique@sbcglobal.net>]

Sent: Tuesday, March 31, 2009 8:33 PM

To: Regional Connector

Subject: Regional Connector Transit Corridor

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, there is one very important point I'd like to make.

Please put me on record as a resident of Los Angeles County who opposes any surface transportation being added to our already congested streets.

The corridor is not only essential, it is most welcome, and long overdue!

However, let's keep in mind that our already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Sincerely,



Satenique "Nikki" Squires, REALTOR

Prudential California Realty

1625 W. Glenoaks Boulevard

Glendale, CA 91201

(818) 414-7929 - Cell

(818) 476-3093 - Office

satenique@sbcglobal.net

From: webmasters@metro.net [<mailto:webmasters@metro.net>]

Sent: Tuesday, March 24, 2009 11:27 AM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Marcie
lastName: Rozalsky
organization:
emailAddress: marcie@rozegeographics.com
streetAddress: 13173 Pacific Promenade #217
city: LA
state: CA
zipCode: 90094
Date: Tuesday, March 24, 2009
Time: 10:27:00 AM

comments:

My daughter currently goes to school at Robertson/National in Culver City. I am wondering about the construction and completion of the project at that intersection. Where can I learn more about its impact, layout and completion date? Thank you.

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Public Comment - Regional Connector Transit Corridor**
Date: April 7, 2009 9:37:50 AM PDT
To: 'Ginny-Marie Case' <ginny@therobergroup.com>, Clarissa Filgioun <clarissa@therobergroup.com>



-----Original Message-----

From: John A. Mozzer [<mailto:jamworks@earthlink.net>]
Sent: Sunday, April 05, 2009 10:39 PM
To: Regional Connector
Cc: HCNCXC@ONEBOX.COM
Subject: Public Comment - Regional Connector Transit Corridor

To:
Los Angeles County Metropolitan Transportation Authority
Attn:
Ms. Dolores Roybal Saltarelli, Project Manager

From:
John A. Mozzer
4137 Perlita Avenue, Unit A
Los Angeles, CA 90039-1333
323-660-0335

Re:
Regional Connector Transit Corridor Project
Underground Emphasis LRT Alternative

I attended the community meeting at the Japanese American National Museum on Wednesday, April 1, 2009, and submitted a comment. This is an additional comment.

Please consider the feasibility of adding a station in the middle of 1st Street, between Alameda Street and the 1st Street Bridge, adjacent to the Little Tokyo/Arts District Station that will soon open. Thus, the East L.A./Culver City line would not bypass this Little Tokyo/Arts District intersection.

Possibly, the station would be similar to Blue Line stations along Washington Blvd., where passengers walk across half the street to access the platform. Transfers would be possible between the East L.A./Culver City line and the Pasadena/Long Beach line by walking across half of 1st Street.

From: David Barboza [mailto:dejaybe@gmail.com]
Sent: Sunday, March 29, 2009 8:53 AM
To: Customer Relations
Subject: Comments About Metro: Regional Connector

Hello,

I strongly support a grade-separated (underground) alignment of the regional connector project. At-grade rail in downtown Los Angeles was a factor in the original decline of the LA streetcar system. At-grade rail may be cheaper, but it is slower, more dangerous, causes delays for motorists, and causes trains to honk at intersections, creating unnecessary noise pollution.

While I am aware that Metro operates under budget constraints I often feel like you pursue maximum rail system miles at the expense of system quality. I would prefer to see an exclusively grade-separated rail system going forward, even if it is less extensive. Only by focusing on system quality can you hope to attract a broader base of riders.

The system already has a broad scope through busses, the issue is quality. Rail should be the freeway of transit.

--

David J. Barboza
Los Angeles

From: Rich Alossi [<mailto:alossix@gmail.com>]

Sent: Wednesday, April 15, 2009 4:09 PM

To: Regional Connector

Subject: Regional Connector

Metro:

My name is Rich Alossi, a resident and worker in Downtown LA, and I wanted to voice my support for the Project.

I also support the UNDERGROUND/BELOW GRADE alternative above all else, as this is the only way to ensure speedy, safe connectivity with the rest of the Metro Rail system and plan for long-term transit alternative planning.

Thank you for your consistent leadership in building up the future of LA!

Rich Alossi
213-235-7968

121 E 6th Street, #104
Los Angeles, CA 90014

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: goldline connector comments**
Date: April 29, 2009 4:21:02 PM PDT
To: 'Clarissa Filgioun'
<Clarissa@TheRobertGroup.com>, 'Ginny-
Marie Case' <Ginny@TheRobertGroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



[Please post to e-Room](#)

From: Paul Yeh [<mailto:pauilyehster@gmail.com>]
Sent: Tuesday, April 28, 2009 2:56 PM
To: Regional Connector
Subject: goldline connector comments

To the MTA:

I've been a resident of Little Tokyo at the Savoy on Alameda and 1st for the last 3 years. I'd like to express deep concerns with both of your rail connector proposals (at-grade and below-grade). The biggest concern is with the underground rail proposal which would surface across the street from my building. Construction would wipe out 7 businesses that I frequent (particularly Starbucks, Yogurtland, Office Depot, Weiland's Brewery, and Senior Fish). The block is a hub of activity right now even into the midnight hour on weekdays and removing those stores will be a detriment to the community. Replacing successful businesses with a staging ground/construction site for 3 years (at least) does not in the least appeal to me especially when there is no guarantee that when MTA is done that those stores and that hub of activity will return. I am aware that MTA Rail projects have improved sites with rail stations and development to better the community- but I would argue that this is not a run-down block that is easily made better. On the contrary, tearing this block out represents tremendous loss of business and local community and culture in Little Tokyo, both in the

short-term and long-term. Traffic is another huge concern. Alameda is a heavily trafficked corridor with stop and go traffic at rush hour. How does it make sense to have trains crossing the intersection at 1st and Alameda to add to that? To me, it represents a traffic nightmare not only during construction, but after it is finished as well when trains will be added into the mix.

The above-ground option is not much better although it is not as disruptive to the community in Little Tokyo. Adding rail on Temple St. will significantly impact commuter traffic (downtown workers trying to reach the freeway onramps on Alameda).

I really am pro-public transit and supportive of MTA's efforts. However, I cannot support these proposals in their current form and without promise of extensive mitigation. I feel like these solutions are compromising to the existing local community and need more thought or ideas in terms of design and planning.

Thanks,

Paul Yeh
Resident of Little Tokyo

--

Paul Yeh Design Inc.
100 s alameda st unit 203
los angeles, ca 90012

714.458.9728

paul@pyehdesign.com
<http://www.pyehdesign.com>

Comment Cards

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: CRAIG F. THOMPSON	
Organization/ Organización/団体名: CITIZENS FOR BETTER MOBILITY	
Address/Dirección/住所・所在地: 3741 NORTH EL SERENO AVENUE ALTADENA CA 91001	
Telephone/Teléfono/電話: 909.973.0935 c / 626.398.09884	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

THE CONNECTOR IS BEING PLACED/PLANNED IN THE
WRONG AREA!! MILLIONS OF DOLLARS
WOULD BE SAVED IF THE LINE WERE TAKEN STRAIGHT DOWN
ALAMEDA STREET TO WASHINGTON BLVD., HEADING WEST ON
WASHINGTON WITH A WYE CONNECTION TO THE
BLUE LINE TO LONG BEACH AND 7TH &
METRO CENTER! ANOTHER WYE CONNECTION COULD
CONNECT WITH THE EXPO LINE TO SANTA MONICA!!
TWO STATIONS COULD BE PLACED @ 7TH STREET AND
OLYMPIC BLVD. AND THERE WOULD BE NO
EXPENSIVE TUNNELING INVOLVED!?!

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



James

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.

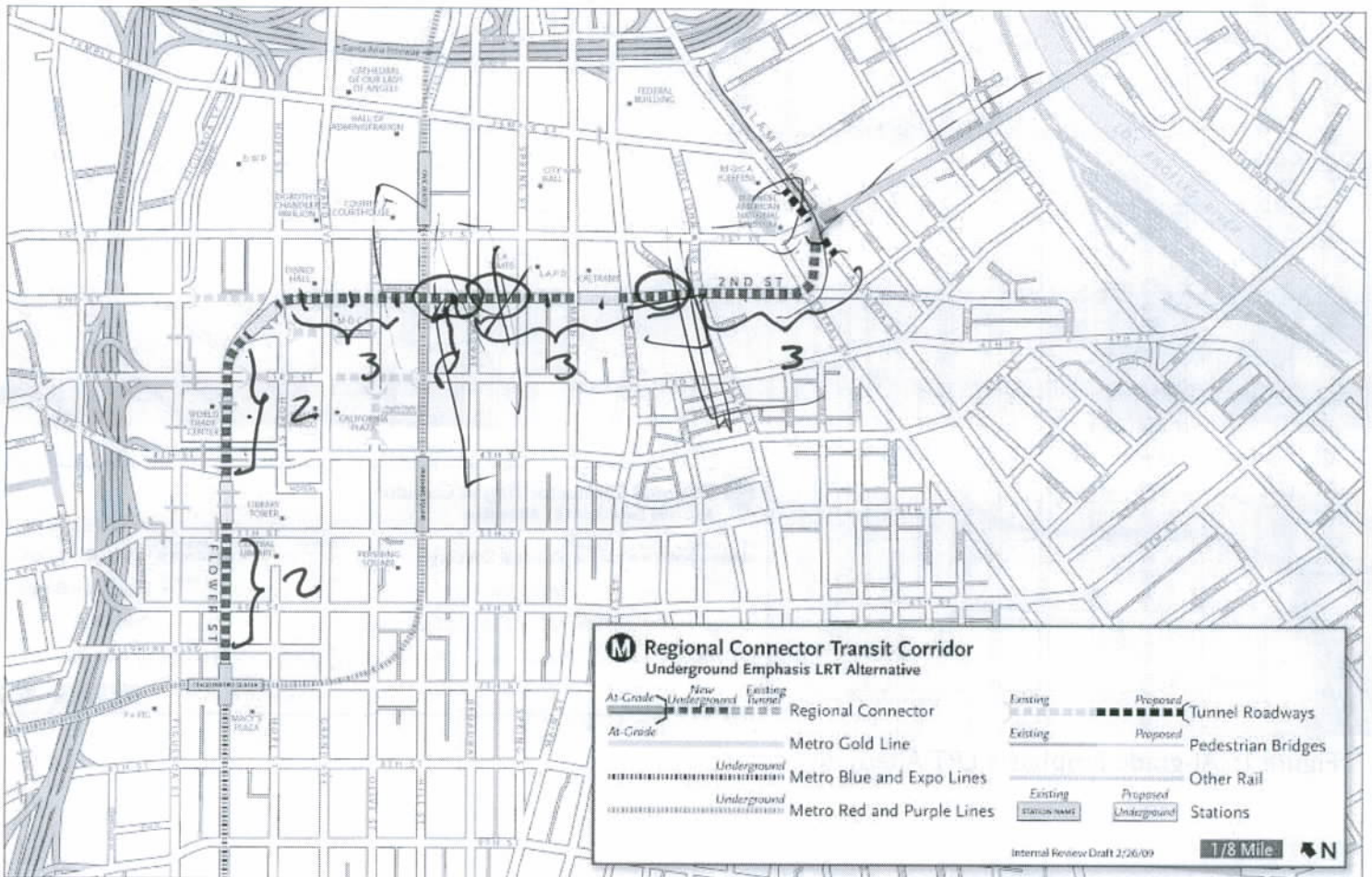


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

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

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to regionalconnector@metro.net, 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

ISSUES

- Favor subway alignment
 - Traffic analysis of intersections
 ↳ L. Tokyo 1st / Vigne Alameda
 - Station @ bet. LA and San Pedro
 - Concern with construction impact:
 - tunnel work
 - station
 - so - Mitigate it
 - Want to keep 2nd St open during construction. (summer - April & August)
- ① safety
② schedule reliability / performance
③ less disruptive
- oppose at-grade
- site to f² related project

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>MIKE METCALFE</i>	
Organization/ Organización/ 団体名: <i>METCALFE ASSOCIATES</i>	
Address/Dirección/住所・所在地: <i>1421 PANDORA AVE.</i>	
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Email/電子メール: <i>m.metcalfe@verizon.net</i>	

Comments/Comentarios/コメント:

THE UNDERGROUND ALTERNATIVE IS PREFERRED BECAUSE IT WILL MINIMIZE LONG-TERM IMPACTS ON DOWNTOWN LAND USE AND SURFACE STREET CIRCULATION and will generate great potential for several public/private joint development projects, including BUNKER HILL/DISNEY HALL/GRAND AVE., THE SOUTH-WEST and NORTH-EAST CITY BLOCKS AT 1st & AVALONDA'S LITTLE TOKYO/ARTS DISTRICT WHICH WILL ALL GENERATE FISCAL REVENUES TO HELP PAY FOR CONSTRUCTION COSTS DEBT SERVICE OVER TIME.

THANK YOU! *M. Metcalfe*

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 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
 Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



http://www.dailynews.com/opinions/ci_11557722

Expo line approval: A license to kill?

By Najmedin Meshkati and Robert "BJ" Takushi

Updated: 01/26/2009 05:23:37 PM PST

The Metrolink crash in Chatsworth on Sept. 12, which killed 25 and injured more than 135 innocent people, highlighted the need for much more rigorous government scrutiny of rail safety in the country and especially in Southern California. It is against this sober backdrop that we -- the badly hit Southlanders -- are pleading and looking up to the north for a protector from future rail carnages.

This Thursday, Jan. 29, the five commissioners of the California Public Utilities Commission are expected to vote on and announce their final decision concerning the design of key street crossings in phase 1 of the Exposition Light Rail, or Expo Line, project planned from downtown Los Angeles to Culver City. It will cross major busy city streets such as Vermont, Western, Farmdale and Crenshaw.

There are rare occasions that a San Francisco-based state agency's decision can determine the risk to life and safety of millions school children in Los Angeles for the next 75 to 100 years. However, this CPUC's decision will be a precedent-setting case and there certainly will be future similar cases elsewhere in California, and as such, many more lives will be at risk.

In fact, the term "light rail" is a bit of a misnomer. Each of the three-coupled 225-ton train cars will operate at speeds of up to 55 miles per hour. Expo Line trains will run every 2 to 2.5 minutes, 22 hours a day, in opposite directions on parallel sets of dual tracks and will cross Farmdale Avenue at street level (at-grade), within 10 feet of Dorsey High School, which has 2,100 students, and will cross Western Avenue and Harvard Blvd., also at street level, within 50 feet of the Foshay Learning Center, which is a K-12 Multi-Track School with 3,400 students.

The L.A. County Metropolitan Transportation Authority and its Exposition Light Rail Construction Authority with their army of lawyers, consultants, lobbyists and PR agencies, which are all paid from our tax money, are vigorously pushing and asking for CPUC approval of their at-grade crossings near the two schools. However, the local community organizations and the Los Angeles Unified School District are opposing such at-grade design of intersections. The public's distrust of MTA is rooted in its dismal safety record. Ninety people have died on the MTA's 22-mile L.A.-Long Beach Blue Line, which has had more than 821 recorded incidents since its inception in July 1990 to July 2008. These numbers, which are significantly higher than national average rates of accidents and fatalities along the MTA rail network, attest to the dire state of rail safety in LA, which is primarily caused by MTA's outdated and messy safety-related policies, procedures and practices.

If the CPUC has not learned its lessons about the human factors-related root-causes of past rail

accidents, and does not fully scrutinize MTA's proposed crossings' risk and hazard analyses, then CPUC's "easy" approval will be tantamount to granting MTA and its Expo Line Construction Authority a license to kill and maim school children and adults on the Expo Line for the next decades to come, as approximately 72 million Dorsey students who will use the Farndale Avenue crossing during the expect life of operation of this line. The CPUC's approval would provide MTA with the alibi - the "design immunity" in legalese - for so doing.

The concept of "design immunity," which is based upon an otherwise obscure California Government Code § 830.6, would potentially entitle MTA to avoid liability for dangerous condition of its designs and grant MTA with complete immunity against any type of claim arising out of its design defect. It was precisely the CPUC's lax approval of the Blue Line's more than 100 crossings back in late 1980s that left us to live with the persistent dangerous condition which is a major root-cause of its many fatalities and accidents (the last two accidents happened just in one day, on Thursday, Nov. 20.)

Moreover, the automatic "design immunity" entitlement of MTA has also been responsible for the status quo, as well as stifling any motivation and imputes within this agency for any fundamental change and systematic safety improvement. Neither numerous deaths and the resulting protracted litigations, nor trail or appeal court's affirmative rulings against MTA in favor of the rail accident's victim (plaintiff), have been able to make a dent in the MTA's dismal safety practices.

This time around, the CPUC approval of MTA's requests for the Expo Line would do the same. It will not only continue to shield MTA's unsafe crossings and operation against any future lawsuits stemming from accidents and resultant injuries and deaths caused by design-induced errors of pedestrians and drivers on the Expo Line, but also will further hardened MTA's entrenched archaic safety culture.

It is truly perplexing that the Exposition Light Rail Construction Authority, even in this dismal state economy, is still continuing to squander millions of dollars of precious taxpayers' money by lavishly paying for thousands of pages of legal briefs, stubbornly fighting neighborhood community organizations, and recklessly disparaging scientific facts which justifiably question and refute its proposed designs. This is the money that should have been spent on making the Expo Line safer and our hope is that the CPUC puts an end to this vicious cycle.

The CPUC of today has much greater competent technical resources and it can (and should) learn from other agencies such as the National Transportation Safety Board and do much better job than what it did some 30 years ago and consequently we are stuck with the Blue Line's unsafe intersections. We can only hope that what the American philosopher William James said, "great emergencies and crises show us how much greater our vital resources are than we had supposed," also applies to California and its PUC.

Najmedin Meshkati is a professor at the Sonny Astani Department of Civil/Environmental and a professor at the Daniel J. Epstein Department of Industrial & Systems Engineering (ISE) at the Viterbi School of Engineering, University of Southern California. He teaches and conducts research on the safety of technological systems and created USC's Transportation Safety Program in 1992. Robert "BJ" Takushi, a recent graduate of the Epstein ISE Department, received a grant from the Rose Hill Foundation to study the Expo Light Rail safety.

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コメント用紙

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Comments/Comentarios/コメント:

Would like to say as I always hope to have is a better connection for the entire light rail system, similar to San Diego. where you could travel all over the LA basin on one pass-or ticket.

Connect the dots - Hello.

HAROLD

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Name/Nombre/氏名: MARK R JOHNSTON	
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Email/電子メール: Canammj@yahoo.com	

Comments/Comentarios/コメント:

- ✓ Entire Route Underground (rest of system is too slow Don't make slower)
- ✓ Build faster than 8-10 yrs! (Too Long)
- ✓ Consider knock-out panels over
- ① 2nd & Central (future route down Central To Washington Blvd) create a "wye"
- ② new Buena Hill station, create another "wye" for future route up Temple to Silver Lake / Glendale
- ✓ the Los Angeles St. station needs to consider a connection to Broadway street car (or make Broadway connector East for 2 blocks)

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Name/Nombre/氏名: <i>LAWRENCE ALDAVA</i>	
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Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>LAWRENCE.ALDAVA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

I FEEL THAT THE REGIONAL CONNECTOR IS ONE OF THE MOST IMPORTANT PROPOSED LINES. IT WOULD INCREASE RIDERSHIP DRAMATICALLY AND WOULD CREATE A CONNECTED REGIONAL SYSTEM. I THINK ITS IMPERATIVE THAT THIS LINE BE BUILT BELOW GROUND. GIVEN THE DENSE NATURE OF DOWNTOWN L.A., GRADE SEPARATION WILL HAVE LESS IMPACT ON THE REVITALIZING NEIGHBORHOODS IN THE ARBA. I HOPE WE CAN BUILD THIS LINE SOONER RATHER THAN LATER.

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Name/Nombre/氏名: <i>Greg Kay</i>	
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Comments/Comentarios/コメント:

I support this project. It would greatly improve mobility Downtown. The underground alternative is a must! Otherwise it would interrupt the street scene too much.

Metro should consider double tracking b/c the Blue Line is already at capacity. When the Expo Line opens, it would be a shame to have a low level of service b/c of bottlenecks downtown.

The Bunker Hill station should be moved to be centered at the Grand Ave/2nd St station. This will make it

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closer to the Music Center, courthouse, & Grand Avenue Project
& Grand Ave office buildings. The current location favors
the Bunker Hill Towers - which are not strong source of
riders.

METRO REGIONAL CONNECTOR

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FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Mizue Katayama	
Organization/ Organización/ 団体名: Little Tokyo Senior Residents Assc. (LT Service Center)	
Address/Dirección/住所・所在地: 231 E. 3rd St. Suite G/06 LA, CA 90013	
Telephone/Teléfono/電話: (213) 473-1649	Fax:
Email/電子メール: m.katayama@ltsc.org	

Comments/Comentarios/コメント: # I'm representing senior residents' opinions.

- I vote for shuttle bus (TSM) alternative ^① because it's more accessible with more frequent stops.

② mdy senior housings are on/near 3rd st. (Casa Heiwa, Teramachi, LT Towers, Miyako Gardens, & Tokyo Villa) where shuttle bus runs.

③ after Metro bus #16 (run on 3rd st.) got cancelled, seniors have been complaining how inconvenient it is for them to go to St. Vincent Hospital. This shuttle bus may be a solution?

④ seniors aren't into ~~the~~ LRT alternatives. They think they won't be around by the time it's completed.

they can only attend daytime meetings.

None of seniors attended today's mtg because it was too late in the evening for them.

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↓
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⑤ In order to access to either of LORT alternatives,
LT Seniors would have to take buses to get to the stations
anyway.

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コメント用紙

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Telephone/Teléfono/電話: <i>(626) 255-1490</i>	Fax: <i>(626) 571-1404</i>
Email/電子メール: <i>rfrescas@alumni.usc.edu</i>	

Comments/Comentarios/コメント:

I am extremely pleased that Metro has considered the public's opinion about future projects. Since January of this year, I have been using public transportation, and I have to say it has made me happier. It is because of the cost and the reduced stress of driving. I am in favor of any extension project. If the project may consist of an underground emphasis or an at-grade, you would probably have to consider people who live and/or work in downtown Los Angeles.

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I do have to say this, and I think it is because of my age and marital status, but I feel the light rail systems in Los Angeles County and downtown should run 24 hours a day. I am in college and I enjoy going out and staying out late. I noticed that the light rails run up to mid-night or 1 A.M. In some areas of the city, buses do not run late as well. So, I will not be able to get home until 5 A.M. as well as not enjoying my night out because I will be too concerned ^{about} missing the train. I am only speaking for myself, not all college students. I would like to thank you for your time and patience with all the speakers here today (3/31/09), and to all the representatives of Metro.

Respectfully,

Alexander



Metro

THE HIGGINS BUILDING at 2nd and Main since 1910

April 1, 2009

From: Higgins Building Homeowners Association

Re: Comments on proposed Downtown Regional Connector

The Higgins Building Homeowners Association would like to join our many neighborhood residents, business leaders and stakeholders to reiterate, in the strongest of terms, our support to the responsible building of the Regional Connector as a below-grade project, and our categorical objection to building it as an at-grade project.

As you consider the proposal before you, we ask that you dutifully consider the many benefits of the below-grade project over the at-grade option:

- The below-grade option will allow for greater efficiency of the regional transit system.** Trains will be allowed to travel at much higher speeds underground, significantly reducing route times and allowing for more frequent trips, maximizing the efficiency of the system, allowing the MTA to better service the community and the region as a whole. In addition, it will avoid disruption of existing MTA and Dash bus routes in the area, many of which use Broadway as a key artery.
- The below-grade option will be safer.** It will avoid the congestion of at-grade trains that will endanger the lives of thousands of pedestrians and motorists who cross Second Street each day. This will save the MTA and the City millions of dollars in potential legal fees and settlements over injury cases by eliminating the risk altogether. It will also be safer for residents of the area, specifically the Higgins Building. An at-grade train system will significantly compromise access by emergency vehicles to the building.
- The below-grade option will be less disruptive.** An above-grade train will avoid the total conversion of 2nd Street to railroad tracks, eliminating a key east-west thoroughfare through downtown, and causing potential gridlock on adjacent east-west thoroughfares (1st Street, 3rd Street & 4th Street). It will avoid traffic gridlock on north-south streets through the area, including the major thoroughfares of Hill, Broadway, Spring, Main and Los Angeles Streets. The City stands to save hundreds of thousands of dollars on studying the retiming of traffic for this area alone. In addition it will avoid potential disruption with security operations at the new LAPD headquarters, and will cause far less noise disruption to the hundreds of new residents of the area.
- The below-grade option will encourage a pedestrian-friendly downtown.** Second Street is a key pedestrian connection link between the burgeoning residential neighborhoods of the Historic Bank District, Little Tokyo and the Civic Center. The below grade option will preserve that pedestrian connection. An above-grade option would destroy that connection, especially during peak morning and evening hours by running trains – and impeding pedestrian crossings – every 2-5 minutes.

-- The below-grade option will cost the City less in the long run. A below-grade option will allow current and planned businesses along 2nd Street to operate and thrive, generating hundreds of thousands of tax dollars annually for the City and County. An above-ground option will completely cut off vehicular access (for both customers and supplies) to many existing businesses in Little Tokyo and the Higgins Building, potentially starving the City of much-needed, existing tax revenue. In addition, it will completely eliminate film revenue from the historic 2nd Street tunnel, one of the most filmed locations in the County of Los Angeles. Altogether, building the at-grade option may very well end up costing the City and County more over 20 or so years than building at below-grade.

-- Finally the below-grade option will improve quality of life for existing and future residents. A below-grade option allows the hard work and considerable investment that has already been put into the neighborhood to continue to grow and contribute to the community. The Higgins Building – a Historic-Cultural Monument – will not become isolated by elimination of critical loading lanes and the laying of tracks mere yards from the building entrance and existing thriving businesses. It will allow continued development of properties along 2nd Street, including planned restaurants on the Vibiana's property and retail on Little Toyko's Block 8.

When considering the options, it is abundantly clear that the below-grade option is a far superior option for the downtown community and the Los Angeles region as a whole – operationally, financially, and pragmatically. Saving 13% up front to build the at-grade option would not only be incredibly short-sighted, but it may end up costing the City far more in the long-run than any savings achieved up front.

There continues to be overwhelming support for the below-grade option of the Regional Connector project, from the thousands of new residents, to business and community leaders. As residents and community leaders, we at the Higgins join in that support.

Second Street is a part of the functional, historic and lively fabric of downtown. Converting it into a rail corridor would be devastating. While building this project below-grade will also create significant disruptions, we believe many of those can be mitigated. If built responsibly, this project can be an asset for downtown residents, workers and businesses as well as for cross-county travelers.

Thank you for your consideration.

Coleman Engellenner
HOA President

'PRICEY THE PUMP' SAYS... 'PUMP'!!!

BUILD THE DOWNTOWN LOS ANGELES STREETCAR QUICKLY - N.O.W. WHILE WE STILL CAN!!!

SUPPORT YOUR VERY OWN P.E.T.T. PROJECT IN
 HALLS AROUND YOUR
 HISTORIC PACIFIC ELECTRIC TOURISM TOURS:
 "THE RED CARS" !!!



**BUILD THE "WASHINGTON PLAN" ---
 FROM THE BLUE LINE TO THE GOLD LINE,
 PISO - BROADWAY - FIRST
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**"PUMP TALK"
 WELL, WHAT ARE YOU WAITING FOR?...
 THE ELEVENTH DOLLAR ???!!!**

FOR BETTER TRANSPORTATION AND MORE OF IT !!!
 THE ELEVEN ELEVEN EMERGENCY RAIL TRANSPORTATION IMPLEMENTATION COMMITTEE

**FIRST "STREETCAR" SERVICE
 WILL BE FROM GINNAWOWN TO USC/ EXPOSITION PARK
 VIA GOLD LINE - INITIAL "REGIONAL CONNECTOR" - BLUE LINE - EXPO 12A
 FURNISH FROM EXPO AND GOLD LINES !!!**

**Build the Streetcar
 Let's Connect**

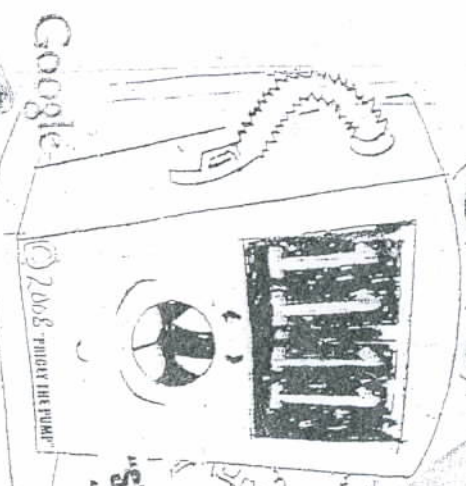
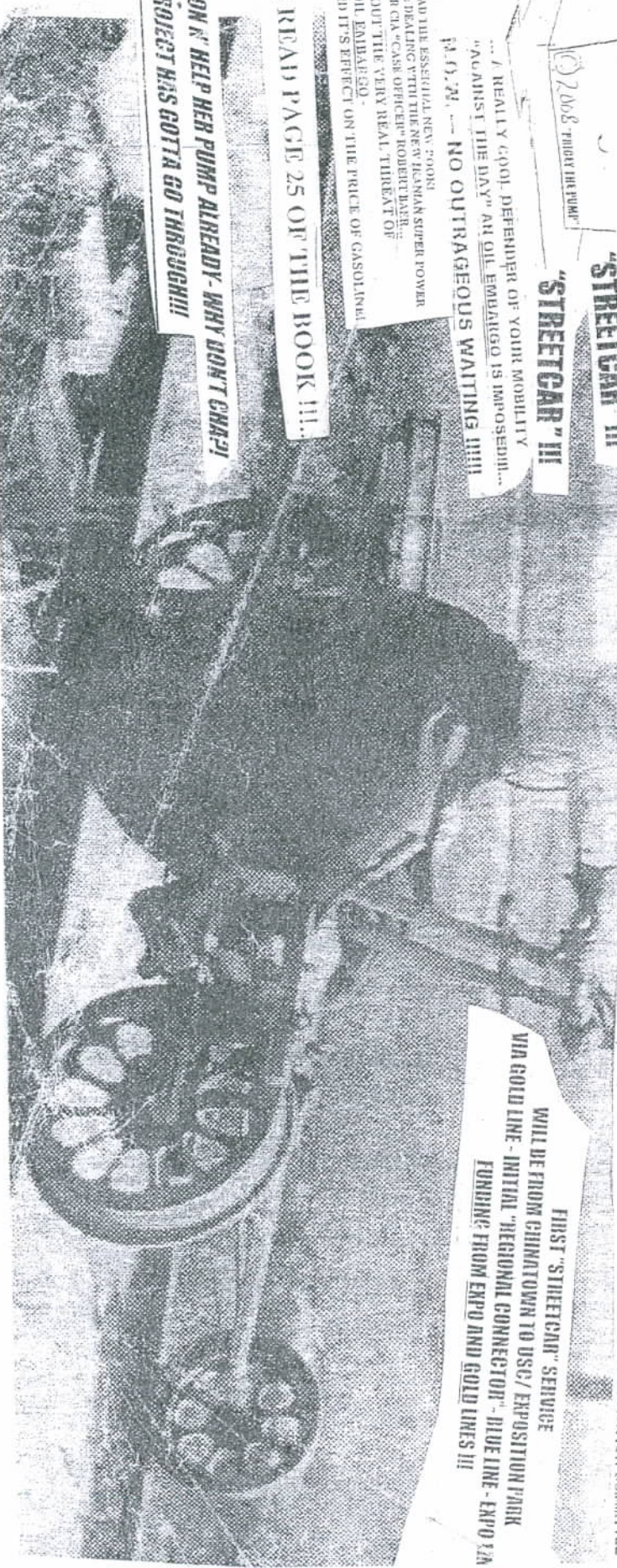
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**READ THE ESSENTIAL NEW BOOK!
 ... I REALLY GOOL DEFENDER OF YOUR MOBILITY
 "AGAINST THE DAY" AN OIL EMBARGO IS IMPOSED!!!...
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 READ ABOUT THE VERY REAL THREAT OF
 A CHIEF OIL EMBARGO -
 AND ITS EFFECT ON THE PRICE OF GASOLINE!**

PLEASE READ PAGE 25 OF THE BOOK !!!..

**SO COME ON & HELP HER PUMP ALREADY - WHY DON'T CHAZ?!
 THIS PROJECT HAS GOTTA GO THROUGH!!!**



Google

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Name/Nombre/氏名: <i>Philip Laventure</i>	
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Email/電子メール: <i>philipclaventure@yahoo.com</i>	

Comments/Comentarios/コメント:

*SCREECHING ENGINES
HEALTH ISSUES DUE
TO R2244 BUSES.*

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Telephone/Teléfono/電話: 818 995-4859	Fax: _____
Email/電子メール: rogtraol@aol.com	

Comments/Comentarios/コメント:

The Regional Connector has been rated as Metro's most ^{cost} effective future project.

The underground ~~option~~ option is the far superior one. If one train is stalled with a surface fender project, the entire light rail system would be halted.

Running at 2.5 minute headways, underground is safest, most efficient, and fastest.

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Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Brian Abbott 81@yahoo.com
(Please E-mail me Re: Powerpoint)

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コメント用紙

Name/Nombre/氏名: G REILLY	
Organization/ Organización/団体名: LOS ANGELES NATIVE	
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Telephone/Teléfono/電話: (213) 448-6882	Fax:
Email/電子メール: DEZINER213@GMAIL.COM	

Comments/Comentarios/コメント:

IN REGARDS TO EFFICIENCY AND TRAFFIC CONTROL; THE ABOVE GROUND ALTERNATIVE NOT ONLY CAN BE DISRUPTED BY ~~SEPT~~ SURFACE TRAFFIC, BUT HAS A SPLIT STATION AT SECOND STREET. THIS SPLIT STATION CAN LEAVE ONE STRANDED IF SOMEONE WERE TO MISS THEIR TRAIN. THIS TYPE OF OPERATION WILL CONFUSED TOURISTS AND MANY UNFAMILIAR WITH DOWNTOWN LOS ANGELES.

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Comments/Comentarios/コメント:

Thurs 4/23 8:00 am.

Westside Subway

TRACEY CHANIKIA

CCA - Presentation

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Email/電子メール: dwitzling@breathe la.org	

Comments/Comentarios/コメント:

Breathe LA supports Metro's efforts to improve our subway system in order to mitigate air quality concerns through reduced traffic congestion. We appreciate consideration in the EIR to indicate projected smog reductions from the Underground and other proposed alternatives. Mobile air sources have been a major influencer on asthma in the Los Angeles County region and this METRO project has great potential to help alleviate harmful emissions.

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Frank Kortum

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213.894.7177

Email/電子メール:

fkortum@gmail.com

Comments/Comentarios/コメント:

I support the Underground
Emphasis alternative because
the At-Grade alternative
seems like it would contribute
to surface street congestion
in the downtown area.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: MIYOKO OSHIMA	
Organization/ Organización/団体名: Japanese American National Museum (JANM)	
Address/Dirección/住所・所在地: 369 E. First St, Los Angeles, CA 90012	
Telephone/Teléfono/電話: 213-830-5655	Fax: 213-625-1770
Email/電子メール: moshima@janm.org	

Comments/Comentarios/コメント:

Alameda Street is a critical access route for JANM. The parking garage entrance is on Alameda, as is the loading dock for the Museum. (Large trucks use this for transporting exhibitions.) Therefore any construction on Alameda needs to ensure adequate open access for both JANM and MoCA, otherwise operations would be impacted.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: GERALD J. PASS	
Organization/ Organización/団体名: FRIENDS4EXPO RAIL	
Address/Dirección/住所・所在地: P. O. BOX 572483, TARZANA, CAL. 91357	
Telephone/Teléfono/電話: (213) 884-3548	Fax:
Email/電子メール: proofgeog@yahoo.com	

Comments/Comentarios/コメント:

I DID HAVE A PREFERENCE FOR A 3RD ST.
ALIGNMENT, NOW THAT IT ISNT AN OPTION
PRESENTLY, I WOULD LIKE TO EXPRESS MY
PREFERENCE FOR THE 2ND ST UNDERGROUND
ROUTE.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: B H Allen	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: BHA_in_LA@yahoo.com	

Comments/Comentarios/コメント:

I Aerate:

1. I request that the FTA and the LACMTA prepare earnest, thoughtful, respectful, robust responses to ^{all substantive} the "non-environmental" comments received on this project during the scoping process, notwithstanding that CEQA and NEPA do not require this.

This may be done as a chapter or as an appendix to the scoping report.

2. I request that the internal draft scoping report be subjected to a vigorous, internal, critical adversarial review, to ensure the utter robustness of all responses to all issues and the utter robustness of the E.D.'s scope. The E.D.'s scope must not satisfy the bureaucratic interests but the interests of all the affected people and excellent public policy, free from self-complacency and self-delusion.

Benjamin H. Allen

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:

JOHN A. MOZZER

Organization/ Organización/ 団体名:

SELF

Address/Dirección/住所・所在地:

4137 PERLITA AVENUE, UNIT A, LOS ANGELES, CA 90039-1333

Telephone/Teléfono/電話:

323-660-0335

Fax:

Email/電子メール:

jamworks@earthlink.net

Comments/Comentarios/コメント:

IN SUPPORT OF UNDERGROUND EMPHASIS
LRT ALTERNATIVE.

LOOK INTO ESCALATORS AT CITIGROUP CENTER
PLAZA (5TH STREET AND FLOWER STREET) TO
ACCESS STATION

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: THOMAS K NAGANO 1ST VP	
Organization/ Organización/ 団体名: FRIENDS OF LITTLE TOKYO LIBRARY	
Address/Dirección/住所・所在地: 2ND + LOS ANGELES	
Telephone/Teléfono/電話: (213) 621-7665	Fax:
Email/電子メール: MRDOWNTOWNCA@YAHOO.COM	

Comments/Comentarios/コメント:

FRIENDS GROUP IS IN FAVOR

OF AN UNDERGROUND STATION

DIRECTLY ADJACENT TO LITTLE

TOKYO LIBRARY LAPL - WITH
A MAJOR PORTION OF LINK SERVICES LITTLE TOKYO,

ADDITIONAL SECURITY AROUND THE

2ND/LOS ANGELES STATION NEXT TO STATE

VIBRANA'S. IS A CONSIDERATION FOR
LIBRARY'S

SAFETY OF PATRONS AND THE BOOK COLLECTION.

FRIENDS GROUP WOULD LIKE INPUT IN THE
SELECTION OF THE NETWORK.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Evelyn Yoshimura	
Organization/ Organización/団体名: Little Tokyo Community Council, LT Service Center	
Address/Dirección/住所・所在地: 231 E. 3rd St., #G 106, LA 90013	
Telephone/Teléfono/電話: 213-473-1690	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Underground alternative seems best, but as a LT stakeholder, am concerned about impact on businesses along 2nd St. ~~in~~ between Los Angeles St. and Alameda during construction. These mainly mom-~~&~~ pop business can't absorb severe traffic congestion and construction. Every effort should be made to minimize this impact.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Paul Lipson</i>	
Organization/ Organización/ 団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Sounds great.

Go with UNDERGROUND.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Bing Hsu</i>	
Organization/ Organización/ 団体名: <i>—</i>	
Address/Dirección/住所・所在地: <i>748 E Locust St. # 303 Pasadena 91101</i>	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>bchsu@earthlink.net</i>	

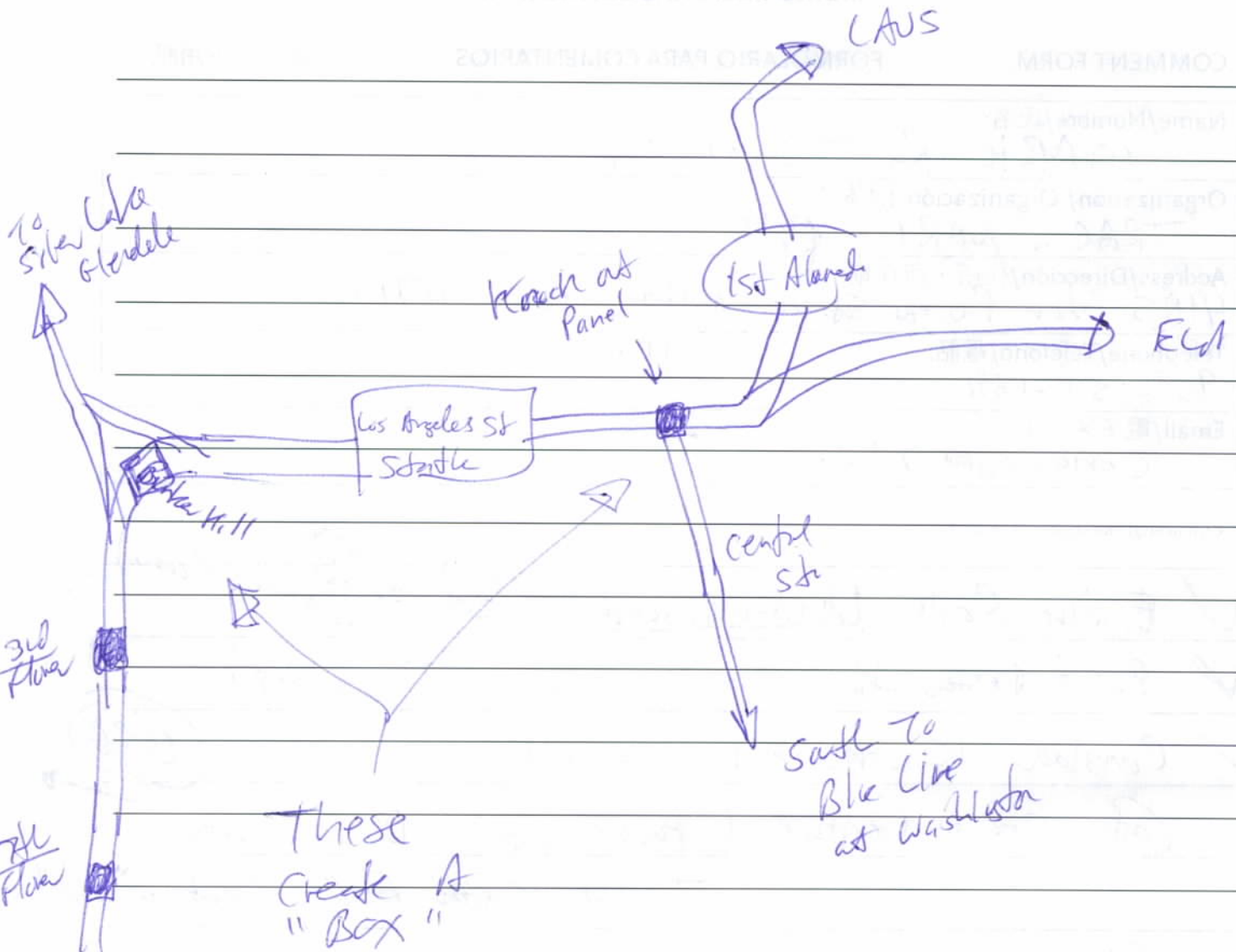
Comments/Comentarios/コメント:

① Of the two LRT alternative, I would prefer the underground ~~alt~~ alignment.

② One concern I have is the need ~~to~~ to transfer while traveling from Pasadena to B2A. I would like Metro to consider keeping some trains travelling directly from Pasadena to B2A even after the Regional Connector is for built. (BTW, the need to go to a different station to transfer is one reason I dislike the cat grade route.)

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector





These
 Create A
 "Box"
 Around LA
 multiple direction

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: KATHLEEN SWEET	
Organization/ Organización/ 団体名: ALTADENA RESIDENT	
Address/Dirección/住所・所在地: 3067 EWING AVE. ALTADENA 91001	
Telephone/Teléfono/電話: 626 498-5896	Fax: —
Email/電子メール: kathleen.sweet@cbcglobal.NET	

Comments/Comentarios/コメント:

Any alignment - please put it underground !

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Brigham Yen	
Organization/ Organización/ 団体名:	
Address/Dirección/住所・所在地: 14 N. Fair Oaks Ave #400 Pasadena, CA 91103	
Telephone/Teléfono/電話: 6265909105	Fax:
Email/電子メール: da177atrix@netzero.net	

Comments/Comentarios/コメント: **LA needs more strategically
Smart rail lines built and the Regional
Downtown Connector needs to be
UNDERGROUND! Being underground means
being faster and higher ridership numbers.**

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: CRAIG F. THOMPSON	
Organization/ Organización/ 団体名: CITIZENS FOR BETTER MOBILITY	
Address/Dirección/住所・所在地: 3741 NORTH EL SERENO AVENUE ALTADENA CA 91001	
Telephone/Teléfono/電話: 909-973-0936 C	Fax:
626-398-0988	
Email/電子メール:	

Comments/Comentarios/コメント:

THE FINAL PLANS ARE WAY OFF BASE!! A BETTER ROUTE WOULD HAVE BEEN: SOUTH ON ALAMEDA FROM FIRST STREET, WITH STATIONS @ 7TH STREET & OLYMPIC BLVD. CONTINUE SOUTH ON ALAMEDA TO WASHINGTON BLVD, WEST ON WASHINGTON TO PRE-EXISTING BLUE LINE WITH A DOUBLE-TRACK WYE @ WASHINGTON BLVD. & LONG BEACH AVENUE. ANOTHER DOUBLE-TRACK WYE WOULD BE INSTALLED @ WASHINGTON BLVD. & FLOWER STREET. THIS WOULD BE THE ULTIMATE CONNECTOR, BECAUSE TENS OF MILLIONS OF DOLLARS WOULD BE SAVED,

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



(CONT'D.) OVER →

WHICH COULD POSSIBLY BE USED FOR
TOTAL GRADE SEPARATION OF THE TRACKAGE
ON WASHINGTON BLVD. THROUGH THE
CONSTRUCTION OF A CUT & COVER
TUNNEL!?!

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.

To Escho Park, Silver Lake, Glendale

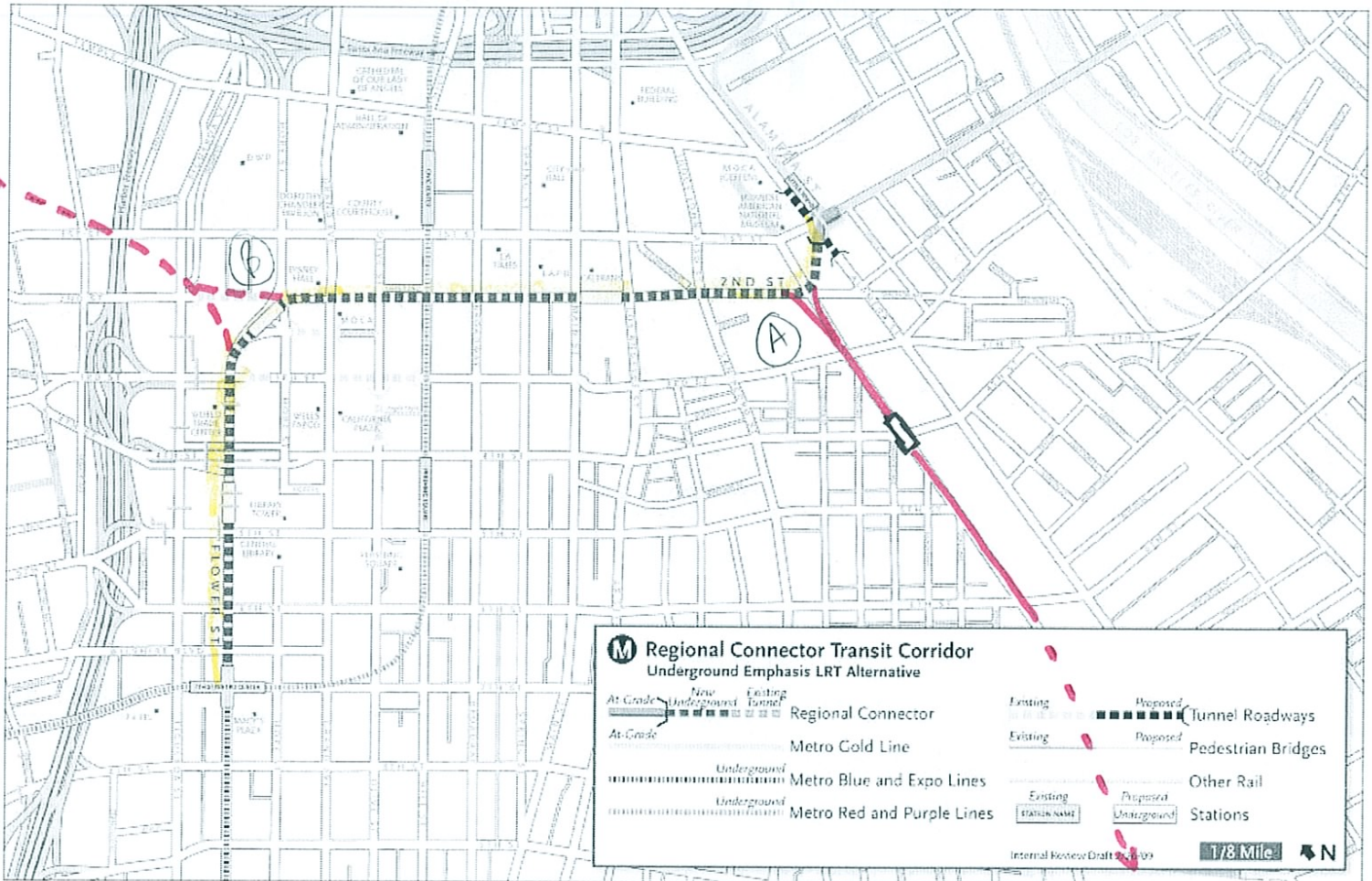


Figure 2: Underground Emphasis LRT Alternative

To Washington Blvd (shortcut south)

Preliminary Schedule

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

Web Based Comments

From: webmasters@metro.net [<mailto:webmasters@metro.net>]

Sent: Friday, March 27, 2009 3:04 PM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Kenneth
lastName: Sterling
organization: retired coach operator
emailAddress: silverbox46@yahoo.com
streetAddress:
city: Pasadena
state: CA
zipCode: 91101
Date: Friday, March 27, 2009
Time: 02:03:34 PM

comments:

I think the underground option is a no-brainer. There is no way you could safely run 3 car light rail trains through downtown on the surface and NOT expect to hit or be hit by other vehicles. (What is the body count now for the Blue line?) That said, the only problem I see with pairing the legs of the Gold line with the Blue line and the Expo line is a logistical one. Folks wanting to stay ON the Gold line in either direction will have to go PAST the new Y connection to the next station before they can transfer to a train going in the direction they really want. But I'll bet you already know that. Can't wait to see what your solution is.

firstName: Genevieve
lastName: Liang
organization:
emailAddress: genevieve.liang@gmail.com
streetAddress:
city:
state:
zipCode: 90013
Date: Tuesday, March 24, 2009
Time: 07:58:56 PM

comments:

RE: Regional Connector Transit Corridor project

I'm a downtown resident, and unfortunately I cannot make it to the scoping meetings that you've scheduled, but I'd like to put forth some comment here. I think it's a great idea to make the subway system connect better through downtown. It will make not only the people who live and/or work here use public transit more to go across downtown or to parts farther away, but I strongly believe it will also make downtown a livelier, more accessible place for people from other LA neighborhoods that will be served by the new subway line extensions to come partake in our numerous entertainment and other cultural offerings.

I would opt for the underground emphasis alternative via 2nd and Flower Streets, because I think to have any at-grade lines would cause more gridlock on those streets around the Civic Center than what is already present there today. I would ask, though, that considerations for a station be made for somewhere like 2nd/Spring, so that those of us who live in the Old Bank District can access the line fairly easily. Ultimately, I'm sure the decision to build at-grade or underground will depend on the cost differences, but if going underground would speed up the transit, I think that's another benefit that all riders/commuters would all appreciate.

Thanks.

firstName: eden
lastName: stewart
organization:
emailAddress: estewart@yulagirls.com
streetAddress: 339 n. detroit st.
city: Los Angeles
state: ca
zipCode: 90036
Date: Wednesday, April 01, 2009
Time: 07:53:12 AM

comments:

the regional connector is a vital link in our system. it will increase ridership dramatically because of the ease in using 1 continuous line or easy transfers. with tap technology, I suggest we reinstitute transfers and make a policy of free transfers between all rail lines! the connector must be in sub way to facilitate speed. thank you

Appendix W
Summary of Agency Comments

CITY OF LOS ANGELES

CALIFORNIA

RITA ROBINSON
GENERAL MANAGER



ANTONIO VILLARAIGOSA
MAYOR

DEPARTMENT OF
TRANSPORTATION

100 S. Main Street, 10th Floor
LOS ANGELES, CA 90012
213-972-8470
FAX (213) 972-8410

<http://www.lacity.org/ladot/>

May 8, 2009

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

**RE: SCOPING COMMENTS FOR THE REGIONAL CONNECTOR TRANSIT
CORRIDOR PROJECT EIR/EIS**

Dear Ms. Saltarelli,

Thank you for this opportunity to comment on the scope of the Regional Connector Transit Corridor EIR/EIS. The Los Angeles Department of Transportation (LADOT) will be serving as the lead contact agency for the City of Los Angeles on this project, and any correspondence or documents from your agency should also be sent to the Los Angeles Bureau of Engineering (LABOE), attention Mr. Gary Moore.

The EIR/EIS should include an evaluation of the traffic and on-street parking impacts of the LRT At-grade Alternative. Appropriate mitigation measures will be necessary, especially for impacts on Temple Street and Second Street resulting from the at-grade LRT alignment. Additionally, projected travel speeds for the at-grade LRT trains along the entire route should be described in the EIR/EIS.

Traffic Impact Analysis

Prior to conducting the traffic impact analysis, the underlying modeling assumptions used to develop transit ridership forecasts, including mode split assumptions, trip length and vehicular trip reductions assumptions due to increased transit ridership, need to be submitted to LADOT for review. Modeling results should include an explanation, in the main text of the EIR/EIS, of the methodology, assumptions and levels or thresholds of significance. Growth forecasts should reflect the most currently-available forecasts from Metro or SCAG, with at least a 2030 time horizon.

The Highway Capacity Manual's delay methodology should be used for the traffic impact analysis of the LRT At-grade Alternative. Critical Movement Analysis methodology should be used for analyzing station area traffic impacts resulting from the LRT Underground Alternative. LADOT's threshold criteria for significant impact using volume/capacity ratios should be used in both analyses. These ratios can be adapted to delay measurements in consultation with LADOT.

Traffic count data should be collected between September and May. Typically, summer (June-August) traffic count volumes are low due to schools being out of session and workers on vacation.

LADOT will need to approve the list of intersections for the traffic impact analysis, and this list may need to be revised based on initial model runs. Based on our review of the proposed study area intersections, all signalized intersections along Arcadia St., Aliso St., and Fourth St. within Downtown should be added to the list since they could be impacted by the proposed project when both First Street and Third Street are heavily congested.

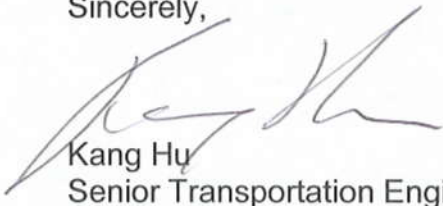
Grade Crossings

All proposed at-grade crossings should be initially analyzed using Metro's Grade Crossing Policy. Design of grade crossings (at-grade, aerial or underground) on City streets should be made in consultation with LADOT, and final disposition of grade crossing treatments will be subject to the City's approval. Safety devices for at-grade crossings should include quad-gates and other traffic control measures. In addition, automobile speed zone areas near the proposed at-grade alignment should be analyzed.

Also, please see our previous scoping comments for the project's Alternatives Analysis (attached.)

Please contact Susan Bok of my staff at 213-972-8623 with any questions.

Sincerely,



Kang Hu
Senior Transportation Engineer

Att: 1

c: Rita Robinson, LADOT
Haripal Vir, LADOT
Jay Kim, LADOT
Gary Lee Moore, BOE
Michael Brown, BOE
Cecilia V. Estolano, CRA
Gail Goldberg, City Planning Dept.

From: "Grein, George O." <GOGrein@lasd.org>
Subject: **Feedback re: Downtown Connector Scoping Phase**
Date: March 30, 2009 8:29:40 AM PDT
To: <ginny@therobertgroup.com>

Grein, George O.
Not In Address Book

Good Morning,

I appreciated the opportunity to hear the proposed plans for the downtown connector. It will be an excellent enhancement for dealing with downtown gridlock and making downtown access more readily available to rail passengers from throughout the metropolitan area.

Law enforcement does have concerns regarding the preliminary info provided. Perhaps you can respond as to the few concerns that I will express below, or ask that those responsible for fine tuning the planning to consider our perspective.

1. Similar to what will take place with the convergence of the Expo and Blue Lines at Pico Station, two separate lines (the Expo/Downtown Connector and the Gold/Blue will apparently be sharing one platform at Little Tokyo. Clearly, Pico Station was not designed for this (too narrow and cannot be lengthened). Was Little Tokyo designed to be a transfer point? Our concern is crowding and having a proper queuing design to allow for ingress/egress for all of the potential options for passengers. This becomes an additional staffing requirement, especially since the downtown area is subject to so many political protests and rallies. (One solution being studied for Pico Station was to turn it into a dual platform station, but that would require widening Flower Street). Making changes to an active revenue line are certainly challenging and potentially problematic.
2. Along the same line, the method of connecting the tracks between the new Expo and existing Blue lines at Washington and Flower has been the subject of great debate for Metro. Have the designers discussed this issue of the connection of the tracks with Metro Rail Operations (and in particular General Manager Mike Cannell)? This became an issue during construction of the Expo Line, and should have been addressed during the planning phase. Peak commute train traffic flow is the issue. For law enforcement, the concern is critical as to how traffic along two busy streets (1st Street and Alameda Street) will be affected.
3. From a security point of view, since Alameda Street is a heavy truck traffic route, our concern is about allowing vehicles to go under the track right-of-way in the immediate vicinity of a potentially crowded transfer point. A person carrying an explosive device is a challenge to us on a platform, which we can potentially alleviate by use of our canine detection teams. However, we cannot stop persons from driving a large vehicle through the underpass and detonating an even larger vehicle borne improvised explosive device (VBIED) so near to a public transit station (and a transfer point at that). While this may seem a bit dramatic, the issue of VBIED's is real enough to have the acronym due to a number of successful attacks worldwide. Has this been considered in your planning of the underpass for vehicle traffic?
4. For law enforcement, and for rail operations too, any option involving below grade (or above grade) routing of public transit, so that it does not have to cross streets with vehicles is a good option. While it is more costly in the short term, it will benefit Metro in the long run as it will eliminate cross traffic delays. Once a train comes in contact with a car or truck (or pedestrian), the system slows or stops. That not only affects those on that train, but all of those in the system. It takes time to set up a bus bridge, and in the interim, people are crowding platforms and getting frustrated with "rapid transit" – which stops being rapid. I certainly hope that the downtown connector will go underground.
5. Given the realities of the homeless/transient population in downtown, the design will at some point need to address issues of intrusion by pedestrians into any tunnel portals. That may be a little further down the line that what you are doing right now, but I did want to address this issue. On the Expo Line, that was not addressed in the design phase, and had to be added at additional Metro expense after construction started.

Those are the preliminary concerns that law enforcement has. I appreciate the opportunity to express them to you so early in the planning.

Thank you again,

George
Lt. George Grein (Ret.)
Law Enforcement Liaison
Los Angeles County Sheriff's Department

Transit Services Bureau HQ

(213) 922-3687 (Office)

(213) 219-6327 (Mobile)

(323) 415-3362 (Fax)

gogrein@lasd.org

greing@metro.net

Palman qui meruit ferat

Arcelia Arce

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Tuesday, May 05, 2009 10:50 AM
To: Roybal, Dolores; Ginny-Marie Case; Clarissa Filgioun; Arcelia Arce
Subject: FW: Comments from the U.S. District Court, Space and Facilities Department

Scoping Comments...
TRG: Please post to eRoom

-----Original Message-----

From: Anna_Hernandez-Torres@cacd.uscourts.gov [mailto:Anna_Hernandez-Torres@cacd.uscourts.gov]
Sent: Monday, May 04, 2009 9:56 AM
To: Regional Connector
Cc: Allen_Leslein@cacd.uscourts.gov
Subject: Comments from the U.S. District Court, Space and Facilities Department

Hello Dolores - on behalf of Allen Leslein, Chief District Architect, the following comments are submitted:

The New (Federal) District Courthouse is planned for the block bounded by Second, Hill, First and Broadway streets. The plans have been completed, the site has been cleared and Congress has appropriated nearly 400 million dollars for this project. Construction will begin as soon as a funding shortfall is addressed. This site is directly adjacent to the proposed Regional Connector Transit Corridor on Second Street.

The plans for the 1 million gross square foot courthouse call for all vehicular access to be from Second Street. This includes parking for the approximately 150 space subterranean garage, the building's loading dock and the prisoner vehicular sallyport. Significant turning radiuses are required to accommodate the large delivery trucks as well as the U.S. Marshals prisoner busses.

If the regional connector is located at grade, it will consume two lanes of Second Street, severely reducing the capacity of this street and increasing traffic congestion especially during peak rush hours when most vehicles will be entering or exiting our facility. The at grade connector may actually eliminate access to our site or require vehicles to cross two lanes of tracks resulting in significant safety concerns. Larger vehicles may be prohibited from accessing our site as the narrower public roadway will be limiting the turning radius of these vehicles. Also it may result in Second Street becoming a one-way street further limiting access and egress from the site, which raises security issues.

It should also be noted a street car line has been proposed for Broadway. This would increase congestion at the intersections of Second and Broadway should the connector remain at grade. The at-grade connector will also impact vehicular traffic flow and pedestrian safety as it winds its way through the Civic Center on Los Angeles and Main Streets.

The underground alternative does not result in any of these issues and is therefore the strongly preferred option.

Anna Hernandez-Torres

Administrative Assistant to the
Chief District Architect
Space & Facilities
U.S. District Court
(213) 894-1830

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

April 21, 2009

IGR/CEQA NOP CS/090324
City of Los Angeles
Regional Connector Transit Corridor Project
Vic. LA-101/110, SCH# 2009031043

Ms. Delores Roybal Saltarelli
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) for an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the Regional Connector Transit Corridor Project. The light rail transit project would connect the future Metro Gold Line at Alameda Street and Temple Street to the Metro Blue Line and the future Metro Exposition Line at the 7th Street Metro Center Station. Based on the information received, we have the following comments:

The project will have a direct impact on the Caltrans District 7 Los Angeles downtown office building at 100 South Main Street. The alignment would involve one-way couplets on Main Street and Los Angeles Street and tracks on Second Street between Main Street and Los Angeles Street.

Metro Rail transit stations or tracks to be located along the east side of Main Street (between Second Street and First Street), on the west side of Los Angeles Street (between Second Street and First Street) and on the north side of Second Street (between Main Street and Los Angeles Street) would need to be reviewed and approved by Caltrans. LRT operating along the Caltrans building could impede building ingress/egress.

Additional considerations should address emergency evacuation of buildings around First Street, Main Street, Second Street and Los Angeles Street. An evaluation of impacts to major events such as City Hall celebrations, parades and marches, rallies and demonstrations, etc. The placement of pedestrian crossing barriers or signage should be considered for locations across the street from transit stations.

A traffic study will be needed to analyze impacts to the US-101 Freeway ramps at Alameda Street using HCM methodology. The project would involve at-grade tracks on Temple Street, with Alameda Street configured as a below grade roadway with a pedestrian overpass over the tracks.

Ms. Delores Roybal Saltarelli
April 21, 2009
Page Two

A subway alternative along the Caltrans building will need to assess construction impacts including location of station portals.

Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. The contractor should agree to limit platooning of truck trips on mainline freeways, on freeway on/off-ramps and at freeway ramp intersections.

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 090324/CS.

Sincerely,

A handwritten signature in cursive script that reads "Elmer Alvarez".

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-9016
FAX (213) 897-0685
TTY (213) 897-4937



*Flex your power!
Be Energy efficient!*

May 11, 2009

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Comments to Regional Connector Transit Corridor Project

Dear Ms. Roybal Saltarelli,

Thank you for the opportunity to comment on the Scoping Packet for the above referenced project. The California Department of Transportation (Department), Division of Environmental Planning has the following comments for your consideration in the preparing the Environmental Impact Report / Environmental Impact Statement (EIR / EIS) for this project:

1. Considering expanding scoping to discuss the social, economic and environmental impacts of the project. Examine what potential environmental impacts should be evaluated to determine what environmental process, to be followed, and what level of analysis for each impact.
2. Recommend the scoping process address allocated assignments of the project and how the studies will be collected.
3. The affected environment of the project should be studied and address the resource impacts of the study area.
4. Discuss an outline of the possible timing of the study activities.
5. Identify what studies and experts would be need for the project.

If you have any questions regarding these comments, please do not hesitate to contact me or Brian Manor at 213-897-0704.

Sincerely,

A handwritten signature in black ink, appearing to read "Garrett Damrath".

Garrett Damrath
Senior Environmental Planner
Division of Environmental Planning
Caltrans-District 7

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



April 1, 2009

Ms. Delores Roybal Saltarelli
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
One Gateway Plaza
Los Angeles, CA 90012

Re: SCH#2009031043; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR); for the Regional Connector Transit Corridor Project, Los Angeles County, California

Dear Ms. Roybal Saltarelli:

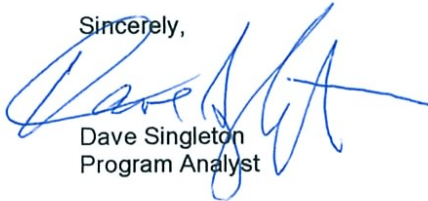
The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ The Native American Heritage Commission (NAHC) performed:
 - * A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE).. However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and there are Native American cultural resources in close proximity..
 - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
 - √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contact
Los Angeles County
March 30, 2009

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
Gabrielino Tongva
(909) 262-9351 - cell

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C
Long Beach , CA 90803
calvitre@yahoo.com
Gabrielino
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
Gabrielino Tongva
562-761-6417 - voice
562-925-7989 - fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Felicia Sheerman, Chairperson
501 Santa Monica Blvd, # 500
Santa Monica , CA 90401
Gabrielino
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281
fsheerman1@GabrielinoTribe.

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
Gabrielino Tongva
(828) 286-1262 -FAX
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

Gabrielino-Tongva Tribe
Bernie Acuna
501 Santa Monica Blvd, # 500
Santa Monica , CA 90401
Gabrielino
(310) 587-2203
(310) 428-7720 - cell
(310) 587-2281

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009031043; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Regional Connector Transit Corridor; Los Angeles County, California.



Ms. Dolores Roybal-Saltarelli
Project Manager, Regional Transit Connector Study
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Comments on the Scoping of the DEIS/DEIR for the Regional Transit Connector Project

Dear Ms. Roybal-Saltarelli:

We would like to express our appreciation to the Metro staff and consultant team for the extensive outreach efforts that have been made during the environmental scoping phase of this project. In general, we recognize the need and benefit of this transportation improvement project as an important link in the regional public transit system that will make transit use more convenient and faster for passengers, which will further the collective goal of increasing transit ridership across the Greater Los Angeles region, reducing auto dependence and traffic congestion and improving air quality.

Staff from several City of Los Angeles departments, notably City Planning (LADCP), Transportation (LADOT), and Public Works (LADPW), as well as the Community Redevelopment Agency of the City of Los Angeles (CRA/LA), have reviewed the proposed scope and attended the public scoping meetings. Based on their comments along with the vision and goals adopted by the City through various planning documents, including the Central City and Central City North Community Plans, this letter summarizes the primary concerns that we believe should be given particular attention and emphasis in the DEIS and DEIR.

1. Impact on the Long-Range Plans and Needs of the Entire Regional Transit System

Establishing an accurate and appropriate definition for a project has to be an overarching concern for any environmental documentation. As stated in the Federal Register Notice of Preparation, the purpose of the project is "...to improve the mobility within the corridor by connecting to the light rail service of the Metro Gold Line to Pasadena, the Metro Gold Line Eastside Extension, the Metro Blue Line, and the Metro Expo Line." We very strongly support this intent; however, we believe the Regional Connector is only one good step in developing a regional light rail system that provides for a variety of travel options and improves mobility to and through downtown. We express a desire to work with Metro to discuss the future light rail transit connections and operations to and through downtown Los Angeles to help develop the system that will support the City of Los Angeles.

2. Impact on Accessibility, Pedestrian Safety, Livability and Economic Vitality in Downtown Los Angeles

While the DEIS/DEIR should consider both the at-grade and underground alternatives, operating the Regional Connector in a surface configuration would create excessive and unreasonable impacts with respect to obstruction of street (vehicular and pedestrian) traffic, safety and security of both vehicles and pedestrians, noise and vibration on fronting businesses and residents, visual intrusion and blight, as well as significantly diminishing community livability and economic development potentials over what would occur with a below-grade facility design. Thus, we believe that the City of Los Angeles would be more likely to support the construction of a below-grade light rail connector through Downtown that minimizes negative impacts to the community and maximizes the benefits of improved transit access to and from Downtown's increasingly vibrant neighborhood districts. We would expect the DEIS/DEIR to be thorough and diligent in appropriately evaluating the potential effects that construction and operation may have on accessibility, circulation, safety, the built environment, future development and economic growth, community livability and neighborhood identity.

3. Station Placement and Design Issues to Consider

The context of the built environment should be carefully considered in the placement and design of each new rail station and portal, and the City's existing land use plans and policies offer insight into the unique character of the communities that will be served by the project. General concepts to consider are listed below.

- Station location, design, and access issues, including consideration of multiple portal locations for each station (especially transfer stations), and the provision of transit amenities such as bicycle storage lockers, showers for bicyclists, public restrooms, taxi stands, Wi-Fi Internet access, and proximity to bus stops.
- Pedestrian accessibility and circulation in the vicinity of station sites, with particular emphasis on the following:
 - Ensuring connectivity between each station and the surrounding neighborhood;
 - Providing wayfinding signage to facilitate access to key destinations;
 - Incorporating pedestrian amenities such as bus shelters, landscaping, awnings or overhangs, and adequate lighting; and
 - Creating an identity and sense of place at each station by incorporating urban design best practices.
- Linkages to the multimodal transit network, including improvements at key transfer points.
- Ecologically sustainable design elements, such as solar panels, energy-efficient lighting, stormwater retention, water recycling, and drought-tolerant landscaping.

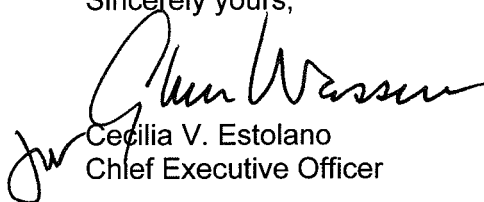
- Approaches to system and station design that maximize potential reductions in vehicle miles traveled (VMT) and greenhouse gas emissions.
- Opportunity sites for joint development that would help to integrate this new transportation system into our existing neighborhoods, reinforce the unique character of our vibrant mixed-use districts, and promote active streets that encourage the viability of ground floor retail and services.
- Impacts to historic structures.

We are also interested in collaborating on the refinement of station locations and ensuring that transit-supportive land use policies and surface transportation connectivity work to enhance the overall viability of the project. Though various planning documents, including the Central City and Central City North Community Plans, the City of Los Angeles has developed a set of principles that we believe should guide development of the Regional Connector project, and we request that Metro consider these principles, which are attached as Exhibit A, when studying the potential environmental impacts of the alignment and station options. Specific issues regarding the project's potential below-grade station locations in Downtown Los Angeles are discussed in greater detail in the attached Exhibit B.

The Metro Regional Connector Transit Corridor Project is a major transit investment that has the potential to enhance the viability of the regional transportation system, if not reinforce Downtown Los Angeles as the center of the City and the greater metropolitan area. The project will also help us to achieve mobility and sustainability goals for the region, providing key linkages between regional centers of employment and housing, and facilitating reduced dependence on the automobile. The City Planning Department along with CRA/LA and LADOT is currently engaging the Downtown community in developing a new Central City Community Plan that will reexamine land use policies and development regulations throughout the entire Regional Connector project area. We look forward to collaborating with you on both of these important projects, to better link transportation and land use policies that will promote a livable and sustainable Downtown.

Thank you for the opportunity to share our comments. We look forward to continue working closely with Metro's project team in bringing forth the very best result possible from these efforts.

Sincerely yours,



Cecilia V. Estolano
Chief Executive Officer

S. Gail Goldberg
Director
Los Angeles Department of City Planning

Rita L. Robinson
General Manager
Los Angeles Department of Transportation

Gary Lee Moore
City Engineer
Los Angeles Department of Public Works

cc: Congresswoman Lucille Roybal-Allard
Deputy Mayor Jaime de la Vega
Deputy Mayor Bud Ovrom
Councilmember Wendy Greuel, Chair, Transportation Committee
Councilmember Ed Reyes, Council District 1
Councilmember Jan Perry, Council District 9
Councilmember Jose Huizar, Council District 14
County Supervisor Gloria Molina, District 1
Ray Tellis, Los Angeles Metropolitan Team Leader, Federal Transit Administration
Doug Failing, Director, District 7, Caltrans
David Solow, CEO, Southern California Regional Rail Authority
Haripal S. Vir, Principal Transportation Engineer, LADOT
J. Russell Brown, President, Downtown Los Angeles Neighborhood Council
Kim Benjamin, President, Historic Cultural Neighborhood Council

EXHIBIT A

Principles that Should Guide Development of the Regional Connector Project

- It should be easy to use and have clearly identified points of access (stations, portals, etc).
- It should create opportunities to enhance neighborhood identity by providing urban amenities and incorporating urban design elements that reinforce the public realm and a sense of place.
- It should maximize ridership and strike a balance between the function of moving passengers through Downtown and conveniently getting people to Downtown destinations (as many of the trips will still terminate Downtown).
- The stations should not drive the alignment; the best alignment should be chosen.
- Existing roadways should be maintained for all users: autos, buses, pedestrians, cyclists, etc. Downtown streets should be complete streets, emphasizing a pedestrian priority.
- Downtown neighborhoods should be enhanced and reinforced by this project. The project should improve the sustainability of the district and not negatively affect the livability or economic vitality of Downtown and its distinct neighborhoods.
- Station area priorities are Bunker Hill, Civic Center, Historic Core and Little Tokyo.
- Station stops should be appropriately integrated into the land use and development patterns and street grid of their Downtown neighborhoods. Their design and placements should encourage Transit Oriented Development. Stations should include elements that ensure the safety and comfort of pedestrians and users, including lighting and communications.
- Consideration should be given to how the Regional Connector is going to interact with the proposed Downtown Urban Streetcar (currently proposed to connect South Park to Bunker Hill via Broadway).
- The new Downtown Street Standards should be utilized for the analysis of the traffic impacts of the possible alignments.
- The proposed project alternatives should not interfere with any project entitlements approved by the City or CRA/LA as part of a Development Agreement unless agreed to by the City.

EXHIBIT B

Specific Issues Regarding Existing and Potential Below-Grade Station Locations

- 7th Street/Metro Center (Existing)

This station is a major transfer point in the Metro Rail system and is situated in the heart of the City's Financial District. Although three station portals exist on the north side of 7th Street, this station should be assessed for potential pedestrian circulation impacts brought by significant new ridership. Consideration should be given to coordinating future development with improved pedestrian access from the south side of 7th Street into an expanded light rail-subway transfer station. Although dominated by commercial office, retail, and visitor-oriented uses, the area around this station has seen a number of new residential units open in recent years, including in the building directly above the station, which provides even greater ridership potential with the provision of additional transit service and better connectivity.
- 4th/5th/Flower (Potential)

This station would also be located in the heart of the City's Financial Core near the Central Library, and would provide improved access to high-rise office, residential, and hotel uses in the southern portion of the adjacent Bunker Hill district. The high intensity of development in the area is conducive to additional rail transit service, and a number of redevelopment opportunity sites exist in the vicinity that could further enhance the viability of new rail service. Specific attention needs to be paid to potential multiple portal locations to facilitate access to downtown destinations and minimize pedestrian/vehicular conflicts at high volume intersections.
- 2nd/Grand/Hope (Potential)

This station would be located in Bunker Hill, a major regional destination that would benefit tremendously from improved rail transit access. Ideally, this station should be convenient to serve employment hubs in the vicinity, while also providing direct access to the numerous cultural facilities located at the adjacent Music Center complex. The station and portal locations should also be coordinated with the Grand Avenue Project, a multi-phase mixed-use development with commercial, residential, hotel, and other uses encompassing several city blocks in this area, to maximize ridership potential and reduce the need for excessive automobile parking.
- 2nd/Main/Los Angeles (Potential)

As currently proposed, this station would be located at the crossroads of the Historic Core, Little Tokyo and Civic Center districts. However, consideration should be given to ensuring connectivity with the Downtown Streetcar at Broadway, which could be achieved with an expanded portal or by locating the station closer to Broadway. Several regional civic and cultural destinations are within close proximity to this location, including City Hall, the new Los Angeles Police Department headquarters, Caltrans District 7 headquarters, the Little Tokyo Branch Library, and the Los Angeles Times. There are also key underdeveloped sites along 2nd Street and on Broadway, Spring, and Main Streets that have the potential for new commercial and residential uses that would promote and link with a new rail portal. Appropriate integration of this station and the existing Civic Center Station serving the Red and Purple Lines should also be explored.

EXHIBIT B - continued

- Little Tokyo/Arts District (Under Construction)

The soon-to-open Little Tokyo/Arts District station at 1st and Alameda Streets is surrounded by a vibrant mixture of residential, commercial, and industrial uses that will benefit from increased regional transit access. Although somewhat smaller in scale than other Downtown districts, Little Tokyo and the Arts District contain significant regional destinations such as the Japanese American National Museum and the Geffen Contemporary at the Museum of Contemporary Art (MOCA). Recent and future mixed-use development will support the local culture and heritage of these dynamic neighborhoods and create demand for additional transit service in the surrounding area.

The current alignment for the Underground Emphasis alternative indicates the Regional Connector would have an at-grade crossing at 1st and Alameda Streets, with a new underpass for auto and truck traffic along Alameda as well as a new overhead pedestrian bridge structure. This proposed alignment and the configuration of the intersection would have particular concerns that need to be addressed in the DEIS/DEIR, including the following:

Realizing Alameda as a "Complete Street"

Alameda Street today is an intensively-used but badly neglected corridor that is serving increasing and increasingly diverse needs. While it will continue to be a vital arterial for industrial truck traffic, Alameda Street also now needs to become more supportive of evolving commercial, mixed-use and residential development occurring in and near Little Tokyo and the adjacent Arts District. To that end, Alameda Street needs not only to be fully rehabilitated, but it also needs to be reconfigured to better relate to adjoining development, vehicular access and pedestrian circulation. A design for how Alameda Street is to evolve has not yet been devised; however, it is essential that the Regional Connector's facilities fully respect this need and preserve the street's options for development.

While it is essential to grade-separate the Regional Connector from Alameda Street's local and through traffic demands, the proposed underpass and its approaches will create a lot of barriers and broken connections in this area of Little Tokyo and the Arts District. Also, concrete retaining walls and bridge structures are likely to magnify the noise impacts from truck traffic on nearby residential blocks. A specific program of design mitigations should be identified to address these impacts if an alternate design is not to be pursued.

Maintaining 1st Street Pedestrian Safety, Community Livability and Attractive Connections to the Little Tokyo/Arts District Station

Pedestrian overpass connections are difficult to design well. The DEIS/DEIR should include: design requirements that mitigate compromising aspects, including excessive shade, shadow and massing; excessive loss of sightlines and orientation to the Little Tokyo/Arts District Station; diminishment of the pedestrian orientation around the Japanese American National Museum; potential user difficulties or discomfort in climbing stairs or ramps; potential user discomfort from excessively exposed or vulnerable walkway segments.

EXHIBIT B - continued

Please consider in your analysis the environmental impacts of maintaining the underground alignment with the light rail tunnel emerging after crossing under 1st Street up to a second parallel platform at the Little Tokyo/Arts District Station, as well as creating a short underground alignment going east (parallel to existing tracks) with a tunnel emerging prior to reaching the 1st Street Bridge, possibly at Garey or Vignes Streets. This would eliminate all additional transportation conflicts at the intersection of 1st and Alameda. This intersection is increasingly important because it links the Downtown area with the Eastside and the 6th Street Viaduct project will impact other intersections affecting east-west thoroughfares from Downtown to the Eastside once construction is underway

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



May 11, 2009

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

Re: Notice of Preparation for a draft EIR for proposed Regional Connector Transit Corridor

Dear Ms. Saltarelli:

Thank you for providing us with a copy of your Notice of Preparation (NOP) for the Regional Connector Transit Corridor Draft Environmental Report. The California Public Utilities Commission (CPUC or Commission) appreciates the opportunity to provide the following comments.

One of the proposed design alternatives involves an at-grade emphasized LRT alignment that would extend from the underground 7th/Metro Center Station. The alignment would rise above ground twice; once just north of 5th St to cross 3rd St at-grade, and again between Olive St and Hill St, along 2nd St. into a couplet configuration on Main St. and Los Angeles Ave. to Temple Blvd. This surface street alignment will create several at-grade rail crossings and expose the public to potential pedestrian-train and automobile-train conflicts. The Commission has adopted the Federal Railroad Administration's policy on reducing the number of at-grade crossings, and accordingly does not approve the construction of new at-grade crossings unless the applicant can provide substantial evidence that a grade separation is not practicable.

Other design scenarios include an underground emphasized LRT alignment with one single at-grade crossing at the intersection of 1st and Alameda Streets. Commission staff has concerns over the proposed at-grade crossing of 1st St and recommends grade separating the entire intersection of 1st and Alameda St. due to the high number of vehicles and trains that would traverse the proposed Regional Connector at-grade crossing.

RCES favors the underground alternative over the street surface alternative, and asks for LACMTA to arrange additional meetings with the Commission's Rail Crossings Engineering Section to discuss relevant safety issues and to conduct a diagnostic review at the proposed crossing location.

Commission approval is required for construction of new at-grade crossings. RCES staff also requests that LACMTA provide RCES with a copy of relevant traffic impact studies for the intersections that will be impacted by construction of the Regional Connector.

We understand that this is a highly complex and challenging project with funding, design and environmental approval for the downtown Los Angeles area. It is imperative that the CPUC be involved with the details of this project from its inception in order to be informed and to be of greater assistance in the future.

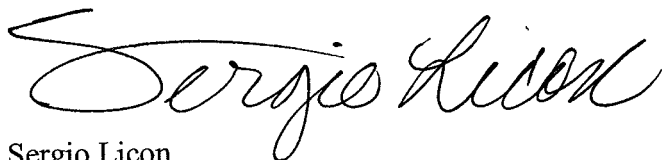
The CPUC will need to provide applicable regulatory oversight for all phases of the project. This will require early consultation with not only LACMTA staff but contracted consultants as well in order to provide early consultation on all proposed design and engineering of the proposed project improvements on the corridor.

This will assist with the review of the environmental documents and final CEQA approval of the project by the CPUC, since we are a responsible agency under CEQA section 15381 with regard to this project and in complying with any and all General Order requirements as they apply to the Regional Connector project.

Thank you very much for the opportunity to review and comment on your NOP. Commission staff is available to meet with you and discuss our concerns.

If you have any questions, please contact me at (213) 576-7085 or sal@cpuc.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Sergio Licon". The signature is fluid and cursive, with a large initial "S" and a long, sweeping underline.

Sergio Licon
Utilities Engineer
Rail Crossings Engineering Section
Rail Transit and Crossings Branch

CC:

Jose D. Hernandez, LADOT



March 18, 2009

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

Dear Ms. Saltarelli:

This is in response to your request for comments on the Invitation to Participate in the Environmental Review Process for the Regional Connector Transit Corridor Project in the City and County of Los Angeles, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the City (Community Number 060137) and County (Community Number 065043) of Los Angeles, Maps revised September 26, 2008. Please note that the City and County of Los Angeles, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the “V” Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA’s Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community’s floodplain manager for more information on local floodplain management building requirements. The City of Los Angeles floodplain manager can be reached by calling Mark Pestrella, Assistant Deputy Director, Department of Public Works, at (626) 458-5100. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155.

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

Dolores Roybal Saltarelli

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March 19, 2009

cc:

Mark Pestrella, Assistant Deputy Director, Department of Public Works, City of Los Angeles

George De La O, Floodplain Manager, Senior Civil Engineer, Los Angeles County Department
of Public Works

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern District

Cynthia McKenzie, Senior Floodplanner, CFM, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

July 10, 2009

Raymond Tellis
Federal Transit Administration
888 South Figueroa Street, Suite 1850
Los Angeles, CA 90017

Subject: Scoping Comments for the Regional Connector Transit Corridor Project,
Los Angeles County Metropolitan Transportation Authority (LACMTA),
Los Angeles, California

Dear Mr. Tellis:

The U.S. Environmental Protection Agency (EPA) has reviewed the Notice of Intent published in the Federal Register March 24, 2009, by the Federal Transit Administration (FTA) to prepare a Draft Environmental Impact Statement (DEIS) for the Regional Connector Transit Corridor, a proposal to provide a direct transit connection between the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line, and the Metro Expo Line. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) regulations (40 CFR 1500-1508) and Section 309 of the Clean Air Act.

EPA appreciates the opportunity to provide comments for the preparation of the DEIS for the Regional Connector Transit Corridor Project. We are supportive of this project as it has the potential to increase transit mode share and reduce air quality impacts from auto emissions in Los Angeles County, as well as provide time savings for existing transit riders. Our concerns, as described below, focus on how the DEIS will address impacts to (1) air quality, (2) integration with existing facilities, and (3) environmental justice communities and public involvement.

Air Quality

The proposed Regional Connector Transit Corridor Project is located in the South Coast Air Basin, which is classified as non-attainment for ozone and particulate matter (PM₁₀ and PM_{2.5}), and should therefore be included in a current conforming transportation plan and transportation improvement program. In addition, while the project has the potential to reduce air quality impacts by providing additional transit service that could reduce automobile use, implementation of the project may result in impacts to air quality resulting from changes to traffic operations, parking, and local

circulation. The DEIS should include a thorough analysis of these potential air quality impacts and identify opportunities to reduce emissions. The TSM alternative (rail station connectivity achieved via shuttle buses) should identify opportunities to reduce unnecessary idling, improved emission control device installation, and replacement of older buses, or purchase of new vehicles with low-emission diesel technology or alternative fuels.

The DEIS should also address potential air quality impacts during the construction period. EPA recommends that the following mitigation measures be included in the DEIS to reduce construction emissions:

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification, where applicable, levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, use equipment meeting Tier 3 or greater engine standards and commit to the best available emissions control technology. Tier 3 engine standards are currently available; for some equipment Tier 4 is available for the 2009-model year and should be used for project construction equipment to the maximum extent feasible. Lacking availability of non-road construction equipment that meets Tier 3 or greater engine standards, commit to using the best available emissions control technologies on all equipment.

- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and where appropriate use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Integration with Existing Facilities

The DEIS should explore the extent to which proposed alternatives will integrate with existing transportation facilities. The document should discuss how the project will impact existing vehicle lanes, bicycle lanes and pedestrian paths due to project construction or operation. While the *At-Grade Emphasis LRT Alternative* and *Underground Emphasis LRT Alternative* are intended to provide a seamless connection between LACMTA light rail lines, all potential alternatives should identify the opportunities available to better connect all modes of transportation, including heavy rail, light rail, bus rapid transit, standard bus service, and pedestrian facilities. Measures to minimize or mitigate impacts to vehicle lanes, bicycle lanes, and pedestrian paths should be addressed in the DEIS.

Environmental Justice and Community Involvement

The DEIS should identify how the proposed alternatives may affect the mobility of low income or minority populations in the surrounding areas and provide appropriate mitigation measures for any anticipated adverse impacts. Executive Order 12898

addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf>). Future environmental justice analyses for this project and the DEIS should include a description of the area of potential impact used for the analysis and provide the source of the demographic information. The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts.

Community involvement activities for the Regional Connector Transit Corridor project should include opportunities for incorporating public input to promote context sensitive design, especially in Environmental Justice communities.

We appreciate the opportunity to provide comments on the preparation of the DEIS, and look forward to continued participation in this process as more information becomes available. When the DEIS is released for public review, please send two copies to the address above (mail code CED-2). If you have any questions, please contact me at 415-947-3554 or mulvihill.carolyn@epa.gov.

Sincerely,



Carolyn Mulvihill
Environmental Review Office

cc: Dolores Roybal Saltarelli, LACMTA
Ray Sukys, Federal Transit Administration (Region 9)