

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT**





# APPENDIX I: AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Stakeholder List

Collateral Materials

Facebook Screenshot

Sample Media Coverage

Community Update Meeting No. 1

Community Update Meeting No. 1 - Meeting Announcements, Advertisements, and Notifications

Community Update Meeting No. 2

Community Update Meeting No. 2 - Meeting Announcements, Advertisements, and Notifications

Little Tokyo Working Group

Urban Design Working Group

Community Meeting Matrix

2009 Community Response (Post Scoping)

2010 Community Response (Post Scoping)

Public Agency Meeting Matrix (Post Scoping)



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**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Stakeholder List**



# Metro

## Regional Connector Transit Corridor Study Stakeholder List

100 Black Men of LA  
1010 Development Corporation  
330 Alameda LLC  
800 W. 6th Building  
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  
Air Quality Management District (AQMD)  
Alameda Corridor Jobs Coalition  
Aldaron: Inc.  
Altadena Senior Center  
American Holiday Travel  
American Lung Association of California  
American Lung Cancer Association  
AMTRAK  
Anschutz Entertainment Group  
APT Parking Technologies  
Architecture Tours Los Angeles  
ARCO Plaza Management Office  
Arnie Berghoff & Associates  
Artisan on Second Management Office  
Asian American Architects & Eng.  
Automobile Club of Southern California  
Avalon Gardens  
Backstage 21 / May 15  
Bakewell Company  
Banerjee & Associates  
Bank of America Plaza  
Bank of the West  
Barker Block Management Office  
Barrio Planners: Inc.  
Bethesda Missionary Baptist  
Beulah Baptist  
Bikestation Coalition  
Biltmore  
Biscuit Company Lofts Management Office  
Black Business Association of LA  
Black Women's Forum  
BlogDowntown  
BNSF Railway  
Boeing  
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 Club  
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  
Carson Chamber of Commerce  
Casa Heiwa Tenants Council  
Catellus Development Corporation  
Cathedral of Our Lady of the Angels  
CB Richard/Ellis  
Centenary United Methodist Church  
Center for the Study of Los Angeles  
Central City Association of Los Angeles  
Central City East Association  
Central Library  
CH2MHILL  
Cherrywood Ave Block Club  
Chicago School  
Chow Mark & N Trust  
Christ Unity  
Cinema Properties Group  
Citibank  
Citigroup Center  
Citiside Federal Credit Union  
Citizens United to Save South Pasadena  
City National Bank  
City of Carson  
City of Commerce  
City of Commerce Industrial Council  
City of Compton  
City of Culver City  
City of El Monte  
City of Gardena  
City of Huntington Park  
City of Industry  
City of Long Beach  
City of Los Angeles  
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  
Coalition of Labor Union Women  
Colfax Consulting  
Communities for a Better Environment  
Communities for Clean Ports  
Community Health Council  
Compton Chamber of Commerce  
Compton Latino Chamber of Commerce  
Compton School District 57  
Concerned Citizens of South Central Los Angeles  
Consulate General of Japan at Los Angeles  
Copy Best: Inc.  
CORO  
Crenshaw Chamber of Commerce  
Crenshaw Christian Center  
Crenshaw Economic Development Departmet  
CS Broadview  
Culver City Chamber of Commerce  
Daily Grill  
Dakota Communications

# Metro

## Regional Connector Transit Corridor Study Stakeholder List

Dan Beal & Associates  
Davis Christian  
Debbie's Day Care  
Debris Free: Inc.  
Downtown Art Walk  
Downtown Los Angeles Neighborhood Council  
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 Bar  
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  
Epicenter  
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  
FAME Renaissance Program  
Fansteel Inc  
Far East Café Management Office  
Fashion Institute of Design & Merchandising  
Festival Companies  
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 Occupational Center - LAUSD  
Friends 4 Expo  
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  
Gold Line Construction Authority  
Gonzague Village  
Grand Avenue Community Club  
Grand Avenue Medical Joint Venture  
Grand Tower Management Office  
Greater Leimert Park Village/Crenshaw Corridor BID  
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  
HERE (Hotel Employee & Restaurant Employees)  
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  
HMC Architects  
HNTB Corporation  
Hollenbeck Middle School  
Hollenbeck Police Station  
Hollywood Business Improvement District  
Hollywood Chamber of Commerce  
Home Depot  
HomeBoy Industries  
Honda Plaza Management Office  
Honda Plaza Merchants  
Hotel Llc Sogo  
House of Trophies  
Housing Authority of Los Angeles  
Humphreys Avenue Elementary School  
Huntington Park Chamber of Commerce  
Hyatt Grand Regency  
IBEW 11  
IBEW 18 (DWP)  
IBEW 47  
Imperial Courts  
Industry Manufacturers Council (Chamber)  
Infinity Insurance/Staff Counsel  
Interfaith Environmental Council  
International Brotherhood of Teamsters  
International Enterprise Singapore  
Iron Workers Local 416  
Ironworkers Local 433  
Itsuo & Fusako Tachibana  
J-Town Voice  
Japan America Television: Inc.  
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

# Metro

## Regional Connector Transit Corridor Study Stakeholder List

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  
Jodoshu N.A. Buddhist Missions  
Jones Lang LaSalle  
Kaiser Permanente  
Kaji & Associates  
Kajima Building  
Katz Fram and Company  
Kawada Hotel  
Keiro Sr. Health Care  
Keller Williams Beverly Hills Commercial  
Kennedy Elementary School  
Kimota Photomart  
King Taco  
Kor Group  
Koraku  
Korean Business & Professional Women's Association  
Korean Resource Center  
Korean-American Coalition  
Koreatown Youth & Community Center  
Kosmont Companies  
Koyasan Buddhist Temple  
Kumamoto Associates  
Kyoto Grand Hotel  
LA ArtCore  
LA City/County Native American Indian Committee  
LA Cityview 35  
LA Live  
LA OPERA  
LA/OC Building/Construction Trades Council  
Labor/Community Strategy Center  
Laborers Local 507  
Laborers Local 777  
Laborers's Local 300  
Lafayette Square  
Laguna Nueva Elementary School  
Lane Elementary School  
Larchmont Boulevard Association  
Latham & Watkins  
LBA Realty

Leadership Education for Asian Pacifics: Inc.  
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 Towers Residents Council  
Loft Appeal  
Loft Exchange  
Lofts at the Security Building Management Office  
Long Beach 66/58/63  
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 Archdiocese  
Los Angeles Area Chamber of Commerce  
Los Angeles Business Council  
Los Angeles Community College District  
Los Angeles Conservancy  
Los Angeles Convention Center  
Los Angeles Council of Black Professional Engineers  
Los Angeles County  
Los Angeles County Bicycle Coalition  
Los Angeles Downtown Arts District  
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 Marriot  
Los Angeles Men's Project (LAMP)  
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 River Artists and Business Association (LARABA)  
Los Angeles Sentinel  
Los Angeles Times  
Los Angeles Trade Tech College  
Los Angeles Unified School District  
Los Angeles Urban League  
Los Angeles Urban League  
Los Angeles Visitors and Conventions Bureau  
Los Angeles World Airports  
Lost Souls  
Love of God Missionary  
Lowe International  
Loyola Law School  
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  
Maria's Italian Kitchen  
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.  
MegaToys  
Meher Montessori School  
Melendrez  
Meruelo Maddox Properties  
Met Lofts Management Office

# Metro

## Regional Connector Transit Corridor Study Stakeholder List

Metcalfe Associates  
Metropolitan News  
Metropolitan Water District of Southern California  
Midnight Mission  
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  
Mothers of East Los Angeles  
Mt Olive Second Missionary  
Mura Management Office  
Museum Tower Management Office  
Music Center  
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  
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  
Oldtimers Foundation  
Omni Hotel @ California Plaza  
Operation Hope  
Orpheum Lofts Management Office  
Our Lady of Guadalupe Elementary School  
Our Lady of Lourdes Parish  
Our Lady of Soledad School  
Our Lady of Talpa Elementary School  
P T C Partnership  
Pacific Commerce Bank  
Pacific Electric Management Office  
Pat Brown Institute of Public Affairs  
Payne & Fears LLP  
Pegasus Residential Apartments  
People Coordinated Services  
Phoenix Realty Partners  
Physicians for Social Responsibility  
Pico Gardens  
Pico Neighborhood Council  
Pilgrim Tower North  
Pitfire Pizza  
Plains All American Pipeline: L.P.  
Planning Company Associates  
Plasterers & Cement Masons 600  
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 Shimpō  
Ramona Gardens  
Raw Inspiration Inc.  
Reason Foundation  
Reavans Corp  
Reconnecting America/Subway to the Sea Coalition  
Reggiardo  
Related Companies  
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 Council of Governments  
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 Homeowners Association  
Savoy Management Office  
SCI-ARC Architectural College  
SCLARC Education Empowerment Program  
SCRRA/Metrolink  
Second Street Elementary School  
SEIU  
Senior Sites  
Senka International Inc  
Senor Fish  
Share Los Angeles Art  
Sheraton  
Sheridan Street Elementary School  
Shrine Auditorium  
Siemens ITS  
Sierra Club  
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



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## Regional Connector Transit Corridor Study Stakeholder List

St Mary Tower	Unite HERE Local 11	Young Communications Group: Inc.
St. Alphonsus Elementary School	United Gospel	Zenshuji Soto Mission
St. Francis Center	United Homeowners Association of Crenshaw	
St. Mary Elementary School	United Neighborhoods of Historic Arlington Heights: West Adams & Jefferson Park Communities	
St. Stephens Martyr School	University of Southern California	
St. Vincent Medical Center	Urban Design Technology Strategic Planning	
Standard Hotel	Urban Foundation	
State Farm	Urban Land Institute LA	
State of California	Urban Partners	
Stevenson Middle School	US Bank	
Stonefield Josephson: Inc.	UTU Local 1565	
Strategic Planning/Access Services	UTU Local 84	
Strategy Workshop: Inc.	Uyeda S K Investment Corp	
Streets Blog LA	Vermont Village Community Dev. Corp.	
STS-Round Table Members	Vernon Chamber of Commerce	
Stuart Ketchum YMCA	Village Green Owners Association	
Sunrise Elementary School	Visual Communications	
Sushi Gen	Volk Properties	
System Metrics Group: Inc.	Watson Land Company	
Taira Services Corp.	Watts Community Housing Corporation	
TCI Leasing	Watts Towers Arts Center	
Team CFO	Weiland Brewery	
Teamsters 396	Weingart Center	
Teamsters 911	Weller Court	
Teramachi Housing	Wells Fargo	
The Bonaventure	Wesley United Methodist	
The Colburn School	West Angeles Church	
Thomas Properties Group	West Angeles Community Development Corporation	
Titan Group	West Los Angeles Chamber of Commerce	
Tokyo Cleaners	West Los Angeles College	
Tokyo Public Safety Association	Westchester Playa Del Rey	
Tokyo Villa Tenants Association	Neighborhood Council	
TransCore	Westfield Fox Hills Mall	
Transit Coalition	Westside Center for Independent Living	
Transportation & Land Use Collaborative	Westside Cities Council of Governments	
Transportation Foundation of LA	White Memorial Medical Center	
Tri Modal Express	William Mead Homes	
TriCounty Watchdogs	Windsor Square Association	
Trifecta	Winter Gardens Elementary School	
Trust for Public Lands	World Trade Center	
UA 78 - Plumbers	WOW Productions	
UCLA Government & Community Relations	Wyndham Commerce Hotel	
UCLA Nikkei Student Union	Yamato Travel Bureau	
UFCW Local 770	YMCA	
Union Bank of California	Ynez Elementary School	
Union Church of Los Angeles		
Union De Vecinos		
Union Pacific Railroad		
Union Rescue Mission		



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**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Collateral Materials**



**Under Construction**  
Expo Corridor Phase 1  
Orange Line to Chatsworth  
I-405 Sepulveda Pass

**In the Works**  
ExpressLanes  
Corridor Studies  
Roads & Freeways  
Transit Improvements

**Reports & Funding Sources**  
Measure R  
ARRA Economic Stimulus  
Long Range Transportation Plan  
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# Regional Connector Transit Corridor



Project Map

Project Schedule

Overview

Benefits

The Process

The Metropolitan Transportation Authority (Metro) is conducting an environmental review of the Regional Connector Transit Corridor, a project that, if built, creates an almost 2-mile transit link between the Metro Gold and Metro Blue Line light rail transit (LRT) systems through downtown Los Angeles.

This Regional Connector will connect the Metro [Gold Line Eastside Extension](#) and the [Metro Expo Line](#), which is currently under construction and will link Downtown to Culver City with other potential new light rail transit projects.

By providing continuous through service between these lines, the Regional Connector will improve access to both local and regional destinations – and help create a true transportation network for the region. The Regional Connector is slated to receive partial funding from Measure R, the half-cent sales tax increase approved by voters in November 2008.

Last Revised: Tuesday April 13, 2010 11:09:01 AM  
Printer Friendly Version for 'Overview'

Get Email Alerts  
Receive email alerts when news and information is updated on this project.

Latest News

- Articles
- Press Releases

Meetings

- Upcoming Meetings
- Completed Meetings
- Additional Meetings
- Meetings Held During Alternatives Analysis

Maps

- Project Map
- Conceptual Map

Fact Sheets

- Frequently Asked Questions (FAQs)
- Community Participation Fact Sheet - November 2009
- Spanish
- Japanese
- Environmental Review Fact Sheet - November 2009
- Spanish
- Japanese
- Archives

Reports and Info

- Draft EIS/EIR
- Public Scoping
- Alternatives Analysis (AA) Study

Useful Links

- Metro Art



## Contact Us

**Project Team:**


Dolores Roybal Saltarelli, Project Manager

**Contact Information:**

METRO  
One Gateway Plaza, Mail Stop 99-22-2  
Los Angeles, CA 90012

**Comment/Question Form:** Complete the  form to leave us your questions and comments, or be added to our  mailing list.

**Tel:** Call the project phone line at 213.922.7277.

**Facebook:** Be sure to visit us on  Facebook

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## GENERAL BACKGROUND

### **What is the Regional Connector Transit Corridor Study? How did it come about?**

Metro will analyze options for connecting the Metro Gold, Blue, and Expo Lines through downtown Los Angeles from 7th Street/Metro Center to Alameda Street between 1<sup>st</sup> and Commercial Streets. By more directly linking these existing rail lines, Metro aims to increase mobility, accessibility and ridership throughout the region.

The Regional Connector Transit Corridor project was originally part of the planning of the Metro Gold Line but was deferred due to funding considerations. The Regional Connector was subsequently recommended for further study in both Metro's 1992 Long Range Transportation Plan and 2003 Short Range Transportation Plan. A 2004 feasibility study found that connecting these key light rail transit lines would significantly increase utilization of all rail lines and improve mobility throughout the region.

### **What area is Metro studying as part of the Regional Connector?**

The study corridor extends from the Metro Blue Line terminus at 7<sup>th</sup> Street and Wilshire Boulevard to the vicinity of the Metro Gold Line Eastside station at 1<sup>st</sup> and Alameda streets in downtown Los Angeles. The study area encompasses approximately two square miles and includes the communities of Little Tokyo, the Arts District, Historic Core, Toy District, Bunker Hill, Financial District, Jewelry District, and Civic Center.

### **What transit modes are being considered?**

The transit modes under consideration for the Alternatives Analysis include existing modes in operation by Metro, including light rail (Blue/Green/Gold Lines), and different bus modes (Bus Rapid Transit or "BRT," Metro Rapid Bus, etc.).

## ROUTES/ALIGNMENTS

### **What does Metro consider to be alternatives?**

Alternatives will be developed by:

- Mode of transit – Potential modes include light rail, or bus rapid transit,,
- Alignment – The route to be taken to connect the Metro Gold Line Little Tokyo Station to the 7th Street/Metro Center station.
- Configuration – Whether the segments of the route will be at street level, aerial or underground
- Station location – Where stations would be located.



### **What factors will Metro use to select a project?**

Factors or criteria used to evaluate alternatives will be consistent with the Federal New Starts Funding guidelines, Metro guidelines, and the input received from the public during the early scoping period. Typical evaluation criteria include improvements to air quality and the environment, increases in transit ridership, improvements to travel time, project cost, and ability to generate economic activity.

### **Where will new stations be located?**

Public input will help Metro determine potential station locations. Locations are usually determined by factors such as the ability of the station to serve a greater number of riders, whether a station supports the community's vision, and how the station might contribute to local economic vitality.

### **Will the Regional Connector consider all the new residential development downtown when evaluating station locations?**

The Regional Connector's performance is based on 2030 forecasts for regional growth. This takes into consideration not only the communities now developing around the extensive rail and bus system throughout the region, but also the ongoing revitalization of downtown Los Angeles.

## **RELATIONSHIP WITH TRANSIT**

### **How will the Regional Connector coordinate with DASH and other frequently used bus corridors like Broadway and Spring Streets?**

The Regional Connector will be part of an integrated transportation system that includes pedestrian and bike amenities, regional rail, and various bus systems. As part of the AA, the ability of an alternative to best integrate and optimize transit usage, including services on local streets, will be determined.

### **Will this project consider closing any major arterial streets to automobile traffic?**

Should an alternative require elimination of parking or a traffic lane, the associated impacts will be discussed with the community and other stakeholders, and ways to mitigate those impacts will be developed in collaboration with the public. The alternatives will be evaluated based on criteria established from input received from the public during early scoping, criteria from the Federal New Starts Funding guidelines, and Metro guidelines.





## SAFETY

### **If a subway mode is selected, how can I be sure that tunnels will be safe during an earthquake?**

Similar to existing Red and Purple Line tunnels, engineers use the most recent seismological data along with subsurface ground conditions to design reinforcing for the tunnels and station structures. During the Northridge Earthquake, tunnels performed exactly as predicted. No damage to Metro structures was observed.

### **How will pedestrian safety be addressed if at-grade crossings are anticipated?**

Any safety program would include education, engineering, and enforcement. Metro has implemented a Rail Safety Education Program to address auto and pedestrian safety. This program offers rail safety orientation and training, particularly to schools and other community groups within a 1.5-mile radius of a Metro fixed-route transit system. During the project development process, various agencies that have jurisdiction over safety and security will review all designs. At-grade crossing designs must be approved for safety by the California Public Utilities Commission.

## IMPACTS AND MITIGATION MEASURES

### **What would the impacts be for street traffic, noise, and visual appearance if the project were underground? At street level? Above ground?**

General impacts and methods to mitigate them are determined during the Alternatives Analysis Study. Studies will determine the general impacts for traffic, noise, visual, historic resources and other issue areas that are normally discussed in a NEPA/ CEQA document.

## ENVIRONMENTAL PROCESS

### **What is an Alternatives Analysis? How does this fit into the overall environmental process?**

An Alternatives Analysis is a preliminary study of a wide range of alternatives. The primary objective of this analysis is to narrow the number of alternatives that could be carried forward for further study. The Alternatives Analysis for this project will evaluate several rail and bus mode options, as well as alternative alignments and segment lengths. Based on the Alternatives Analysis, the Metro Board will be asked to select a Locally Preferred Alternative (LPA) identifying the alignment, mode, and station locations. The Metro Board may then direct that the selected LPA be further evaluated in a Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and be subject to Preliminary Engineering.



## PROJECT SCHEDULE

### What is the schedule for the study?

Metro's Board of Directors has authorized the completion of an Alternatives Analysis. Early scoping will be completed in November 2007. An initial screening or reduction of alternatives to be analyzed will be completed in February 2008 and the Alternatives Analysis report is anticipated to be completed by June 2008.

### Is this study the final step in determining what will get built and when?

No. This is the first step in the project development and funding process. At the conclusion of the AA, Metro's Board of Directors may authorize conducting environmental studies per NEPA and CEQA on reasonable alternatives and a no-action alternative.

### How much will the project cost? Where will the money for construction come from?

Cost figures will be developed with each alternative for this two-mile connection. At this time, funding will be identified from Federal, State and local sources.

## PUBLIC INPUT

### How can I be involved in the decision-making process? How can I stay informed about this study?

You can register to receive future updates on the project and meeting notices by visiting [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector) or by calling the project information line at (213) 922-7277. The website will be updated frequently with additional meeting notifications and project related information.

### Can Metro make a presentation to my neighborhood or business organization?

Yes. Metro and the project team is available to make presentations, upon request, to interested stakeholders. Please leave a message on the project phone line at (213) 922-7277, or visit the project website, and a Metro representative will contact you to arrange a meeting for your group or to invite you to one planned in your community.

# 地域コネクター トランジット回廊地帯

草案EIS/R: 公共の婚約とコミュニティへの参加

## Metroの連絡先と参加方法

郵便リストにあなたの氏名を追加したい場合、あなたの組織に対するプレゼンテーションをお望みの場合、または地域コネクターに関しての詳細の情報をお求めの場合には、さまざまな方法で連絡を取ることが可能です。

### EMAIL

[regionalconnector@metro.net](mailto:regionalconnector@metro.net)

### 書信

紙面のコメントは以下に送ってください

Dolores Roybal Salcarelli

Project Manager

Metro

One Gateway Plaza,

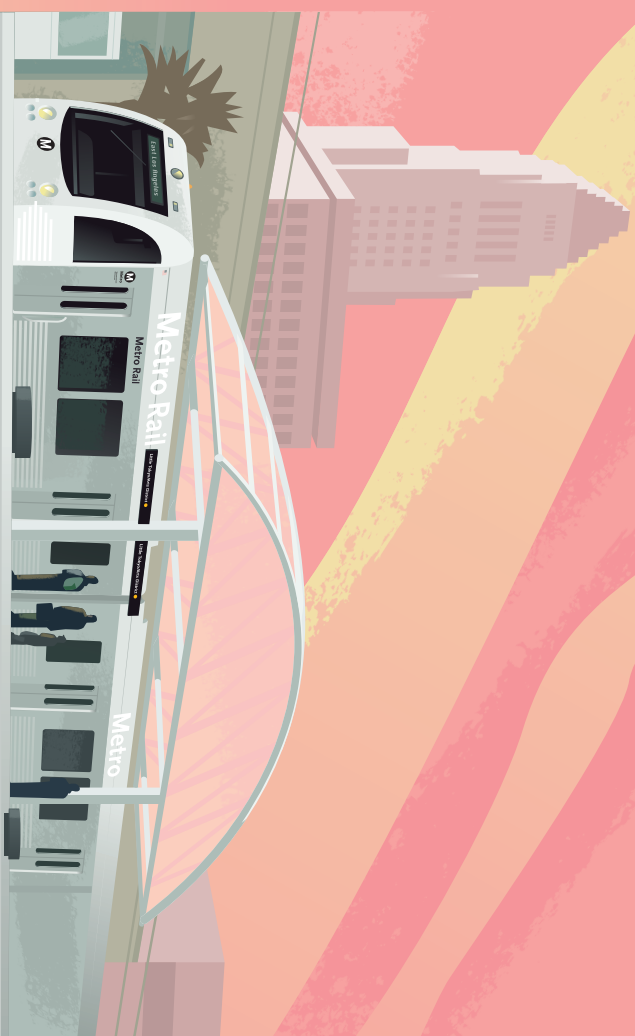
Los Angeles, CA 90012-2932

### 電話

プロジェクトに関する質問やコメントは、電話 213.922.7277を通じてメッセージを残すことも可能です。電話のメッセージは平日最低1回再生されます。

### FACEBOOK (フェイスブック)

フェイスブックの“Metro Regional Connector”をご参照ください。



Metro



Metro

公開アンケート会議が2009年9月に開催され、草案環境影響調査／再検討(EIS/R)期間中にMetroが調査しなければならない問題に関する意見を受け付けました。約200人が今回の会議に参加し、Metroは126件のコメントを受け取りました。草案EIS/Rアンケート過程における公式的な意見受付の期間は2009年5月に終了しましたが、あなたのご意見やフィードバックは、継続して提出することができます。

## あなたのご意見をお寄せください

### 次の方法で参加することができます

> 年ごとの地域ワークショップ会議にご参加ください。この会議は当方の調査結果に関する情報を提供し、通常プロジェクトの主要里程碑に合わせて行われます。次回の会議は2009年11月に予定しています。あなたの名前が当高の郵便でEメールのリストに掲載されているのであれば、会議の案内が自動的に送られます。会議の案内をお望みなら、[regionalconnecto@metro.net](mailto:regionalconnecto@metro.net)までEメールで、または電話213.922.7777でご連絡ください。

> 草案EIS/R完了が予定されている2010年の夏に、Metroは環境文書を発表し、数回におたる公式的な公聴会を開催します。これらの公聴会についても通知を受け取ることで、Metroは会議の情報を幅広く公表する予定です。

### 地域からの意見を反映するための他の手順

ワークショップ過程の一環として、Metroは3つの地理的な小グループを含む、都市設計グループを召集します。これは2件の構造物の代替案に関する、提案されている駅の領域です。この小グループは、特にセント・ストリート、バンカー・ヒル、アインツェル地区駅の領域設計に関する近隣の優先事項について検証しています。Metroは5月に全ての業務グループと会議を行い、都市設計計画過程を設定しました。その後6月には各小グループと会議を行いました。新年にはこの環境段階のための都市設計業務グループ年次会議を招集し、都市設計過程において地域からのような意見が出たかを発表します。都市設計の全般的な報告書、および都市設計過程における調査結果の概要書を作成し、これはこの過程の完了時に発行されます。

### 集中的なワークショップ

都市設計業務グループは、Metroと地理的小グループとの相互作用をさらに活性化させ、特にリトル東京領域において、駐車場、ビジネス、工事中の近隣の影響、将来的な稼働などに関する懸念に取り組みしています。それによって地域との建設的な対話が生じ、この地域の特定な問題に取り組むための、集中的なリトル東京業務グループが形成されました。この活動は2009年の9月に開始しました。

### 完了した会議および現行の会議

義務付けられている会議および集中業務グループに加え、Metroは個々のプロジェクト利害関係者に対して、定期的なプロジェクトのワークショップを提供し、質問や懸念に対して応答しています。この連絡先のリストは、あなたが計画過程に参加できるよう追加の利害関係者と協力していくにつれて、さらに長くなりえます。以下は現在までに完了した会議の概要です。

## 公式的な公開会議 公開EIS/Rアンケート会議

Metroは開発全般的にわたり、包括的かつ透明な地域ワークショップと一般の参加に尽力しています。カリフォルニア州環境基準法(CEQA)および全国環境保護法(NEPA)で義務付けられる公開アンケート会議と公聴会に加え、Metroは主要地域グループおよびプロジェクト利害関係者と積極的に連絡を取り、集中的な会議において、移動、生活の質、経済的持続性、文化／歴史的考慮、近隣に与える影響等に関する重要な問題に取り組みんでいます。

### 都市設計業務グループ

- > セント・ストリート駅
- > バンカー・ヒル駅
- > アインツェル地区駅

### 利害関係者会議／説明会

- > シン・キンク・ウィック・ロードウェイ
- > セントラルシテイ協会
- > セントラルシテイ東部協会
- > コーナー・ブローク
- > 日米国立博物館
- > 南カリフォルニア日系商工会議所
- > 企画および文化保存委員会(PCPC)を含むリトル東京地域委員会
- > リトル東京サービスセンター
- > ロサンゼルス・コンサーバトリー
- > 近代美術館
- > 南カリフォルニア大学

### 当局の会議

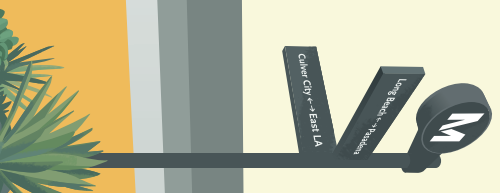
- > ロサンゼルス都市計画局、地域再開発部、公共業務部(エンジニアリング局)、交通部
- > ロサンゼルス郡
- > 公共業務部
- > 市町村、州、連邦の選抜された公式の説明会

### 会議の種類

### 会議

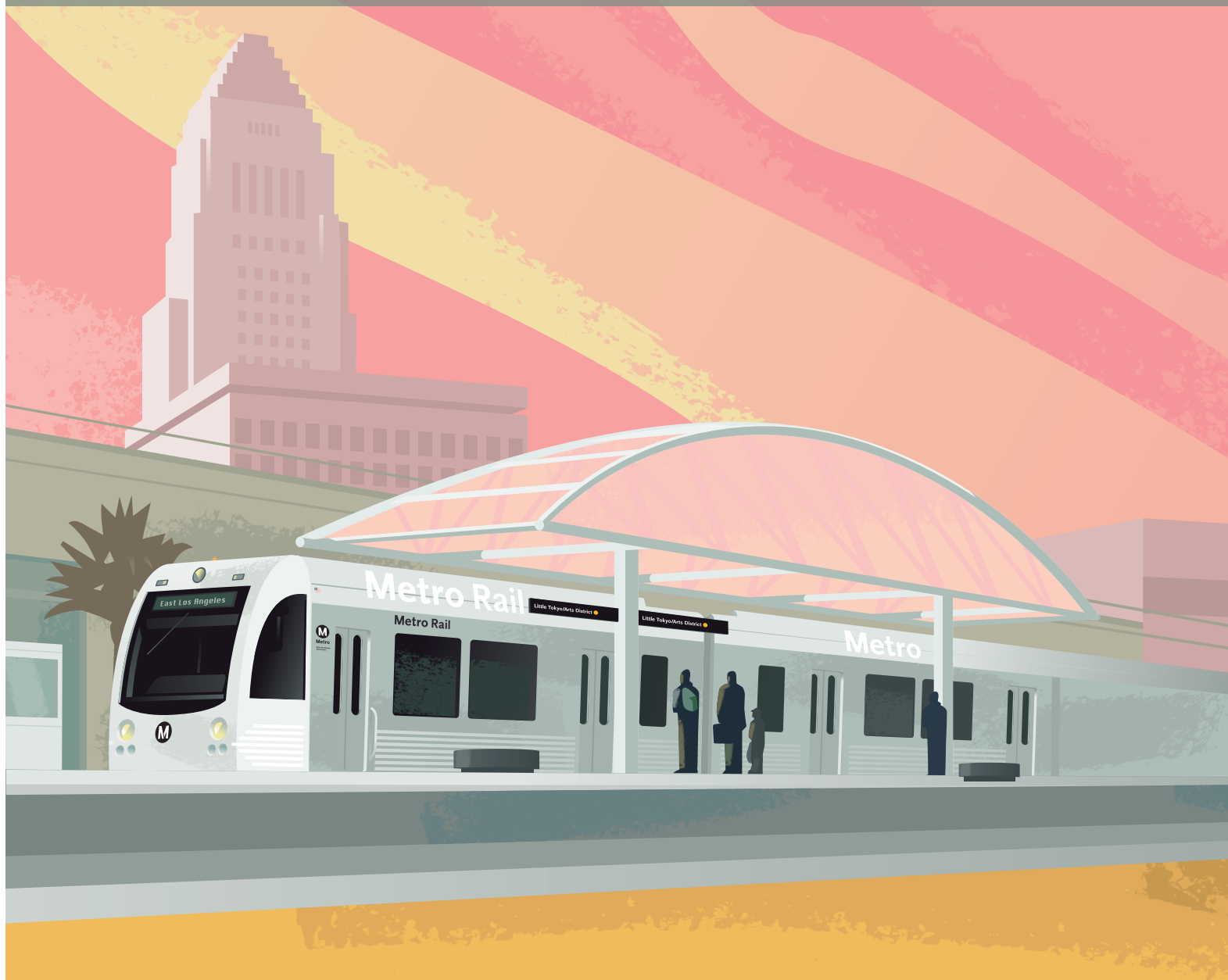
### 現状

CEQA/NEPAに要求される会議	公式的なアンケート会議 公聴会	2009年9月に完了 2010年夏
周期的なワークショップ	地域会議	2009年1月に最低回ワークショップ会議を開催し、追加の会議を2010年春に開催する
集中的な会議	都市設計業務グループ リトル東京業務グループ	2009年9月一進行中 2009年9月一進行中
現行の会議／状況説明会	利害関係者との数回にわたる会議	必要に応じて／要求に応じて



# 地域コネクター トランジット回廊地帯

環境評価の過程





## 背景

地域コネクタ―軽鉄道交通機関(LRT)調査には、ロサンゼルスダウンタウンを通過する7th Street Metro CenterとUnion Stationを結ぶ選択肢の分析が含まれています。このプロジェクトは2007年に代替分析調査として開始されました。ロサンゼルスダウンタウンを通過する約33件の選択肢を、重要な判断基準に基づき開発・分析した後、選択肢分析の過程を通じて4件の選択肢に絞り込みました。2009年の初頭Metroの理事会はプロジェクトチームが次の段階に進むことを承認し、草案環境影響白書/報告書(Draft EIS/R)を作成して、次の4案件に関して詳細にわたる評価を開始しました。

- > 構造なし
- > 交通システム管理(TSM)
- > 道路と同一水平面のLRT構造の代替案
- > 地下のLRT構造の代替案

## 環境過程の概要

EIS/R過程では、政府当局、利害関係者がプロジェクトを見直し、コメントする機会を提供するためのいくつかのステップがあります。

### 1. 意向通知(NOI)/準備通知(NOP)

2009年3月(完了)

#### METROが行うこと

- > MetroはCEQA/NEPA過程を開始する。
- > NEPAおよびCEQAで義務付けられているNOIとNOPの発行。

#### 皆様の役割(公衆の活動)

- > NOI/NOPによりプロジェクトの開始とスコープ会議の予定を発表するが、スコープ会議に参加する以外の活動はなし。
- > 公衆は環境分析に関して評価・コメントする機会を与えられる。

### 2. 公開のスコープ調査

2009年3月-5月(完了)

#### METROが行うこと

- > Metroは2009年4月/5月に公開会議を開催する。
- > 公衆も会議に参加し、Eメールや紙面でコメントしてもらうようにした。Metroは次の4ヶ所で会議を開催した。Financial District、Little Tokyo、South Park/USC、Pasadena。合計175人が調査会議に参加し、口頭・紙面・Eメールのコメントを受け付けた。
- > Metroはこれらの会議に関して、郵便、Eメール、Metroのトランジット・サービス、新聞広告、多種のメディア、地域ごとの広告手段を通じて広範囲に公表した。

#### 皆様の役割(公衆の活動)

- > 公衆は環境分析に関して評価・コメントする機会を与えられる。
- > MetroがDEIS/Rにおいて何を調査すべきか、即ちプロジェクトの目的と要件、EIS/Rにおける分析の他の選択肢、EIS/Rにおいて考えられるインパクトとその緩衝に関し、公衆がコメントできる最初の機会。
- > DEIS/Rスコープ調査過程における公式的な公衆コメント受付は終了したが、公衆が自分の意見を提出できないということではない。Metroは継続的な透明な地域アウトリーチに尽力し、プロジェクト領域における利害関係者グループへの現行のアウトリーチとともに、重要なプロジェクトの要所所で地域のアップデート会議を行う。
- > 公衆の調査期間は2009年5月11日に終了。Metroは調査報告書にコメントを含め記録する。

### 3. 草案EIS/Rの作成

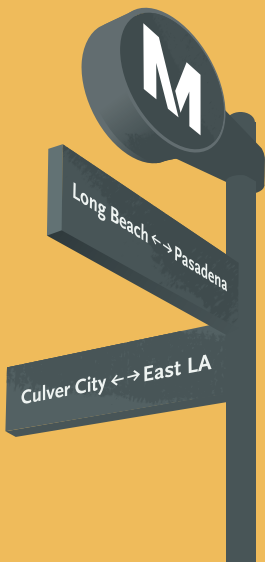
2009年の3月-2010年夏

#### METROが行うこと

- > プロジェクトおよび、プロジェクトの設計と影響緩和に関し、地域との現行の作業における影響を分析する。
- > その結果に関する情報をMetroは継続して提供する。その間Metroは4件の代替案に関しても引き続き分析する。質問によってはすぐに答えが出ないこともあるが、それに対しては必ず追って返答する。

#### 皆様の役割(公衆の活動)

- > 公開会議に参加する。
- > 次回の公開会議は2009年11月に開催する予定。
- > 各地域の利害関係者会議を参観する。一般向けのアップデートに加え、プロジェクトの進行に沿って、Metroは組織やプロジェクトの利害関係者と話し合いを継続する。
- > ここで地域における影響とそれを緩衝するための方策を話し合う。



## NEPA および CEQA 過程

全国環境政策法 (NEPA) およびカリフォルニア州環境基準法 (CEQA) は、あらゆる悪影響を回避・軽減・緩衝するために、政府当局が彼らの活動における環境への影響を明確にすることを要求する法です。NEPAのための環境影響白書(EIS)およびCEQAのための環境影響報告書は、政府が行う、または政府の援助を受けて行う全ての活動に要求されています。本プロジェクトはNEPAとCEQAの承認が必要なため、合同のEIS/Rを作成します。

地域コネクターの EIS/R では、大気、文化・歴史的資源、地域的な影響、騒音、可視的な影響、土壌、水、生物学的資源等、提案されているプロジェクトに関する環境的な影響を幅広い観点で検討します。草案 EIS/R 段階では、Metroはまた本プロジェクト関し、工事中と稼働開始以後に生じる影響の可能性を調査し、悪影

響を回避、軽減、緩衝する方策を検討します。この段階ではさらに、(平面線形、駅の場所を含み) 代替におけるコストの効率性、工事の資金調達オプション等も、Metroが詳細にわたり検討していきます。

### 4. 草案EIS/Rに関する公衆の評価およびコメント

2010年夏

#### Metroが行うこと

- > 草案環境文書を配布する。
- > DEIS/R作成の終了にあたり、環境文書が完成し、公衆が評価できるようにMetroが配布する。Metroは文書がいつ配布されるかを知らせる。
- > Metro は公式的な公聴会を開催し、公衆が草案EIS/Rに関してコメントできるようにする。

#### 皆様の役割 (公衆の活動)

- > 公衆が草案EIS/Rを見直し、影響、緩衝、その他の関連する問題に取り組む。
- > 公聴会に参加し、環境過程の一環として、ここでもプロジェクトに関する公式的なコメントを提出する。このような方法で、公衆はプロジェクト設計と悪影響への緩衝方策が充分であるかについて、取り組むことができる。
- > 公聴会は暫定的に2010年夏に開催する予定。

### 5. 理事会は地域優先の代替選択肢(LPA)を選択する。

2010年晩夏／初秋

#### Metroが行うこと

- > Metroの理事会は地域優先の代替選択肢 LPA を選択する。
- > Metro のスタッフはMetroの理事会に対して DEIS/Rに関する考察を発表する。理事会はLPAの承認を行い、スタッフに対して最終EIS/Rを作成するよう指示する。LPAは最終EIS/Rへ進行する定められるプロジェクト。
- > Metroの理事会は連邦交通省に対して、初期エンジニアリング、即ちプロジェクトを実行するための最終図面と設計図を開発する承認を求める。

#### 皆様の役割 (公衆の活動)

- > 公衆はMetro理事会に、LPA提案におけるコメントを提出する。
- > Metro理事会の会議に参加する。ここではMetro理事会に対して、実行に移すプロジェクトに関して意見を述べるができる。この時にあなたの望むプロジェクトについて発表することができる。

### 6. 最終EIS/Rの作成

2010/11年夏

#### Metroが行うこと

- > Metro は 最終EIS/Rに関するEIS/Rのコメントに対して返答する。
- > Metro はを配布し、公衆に評価してもらう。
- > この過程はNEPA/CEQAを遵守するもの。

#### 皆様の役割 (公衆の活動)

- > 公衆の活動なし。
- > 最終EIS/Rの時点では、草案EIS/R期間の公衆のコメントに対して応答済み。決定記録に対する承認の前に、公衆が最終EIS/Rを見直す30日の期間がある。

### 7. 理事会の決定/プロジェクトの承認

2011年夏

#### Metroが行うこと

- > Metroの理事会は地域コネクタープロジェクトの工事。
- > Metroのスタッフは理事会に対して、実行することを提案する地域コネクタープロジェクトに関して、最終的な発表をする。理事会がスタッフの提案を承認した場合に限り、プロジェクトを着工する。

#### 皆様の役割 (公衆の活動)

- > 公衆の提案に関するコメント理事会に提出する。
- > 公衆はこの機会に、理事会が決定する前の最終コメントを提出する。

## 連絡先

調査に関して質問したい、詳細の情報がほしい、当局のメールリストに加えてほしい、等をお望みですか?あなたの会社・団体に対する説明会もリクエストすることができます。以下の方法であなたの意見や質問を送ってください。

### EMAIL

[regionalconnector@metro.net](mailto:regionalconnector@metro.net)

### 書信

紙面のコメントは郵便で、

**Dolores Roybal Saltarelli**  
**Project Manager**  
**Metro**  
**One Gateway Plaza,**  
**Los Angeles, CA 90012-2952**  
に宛てて送ってください。

### 電話

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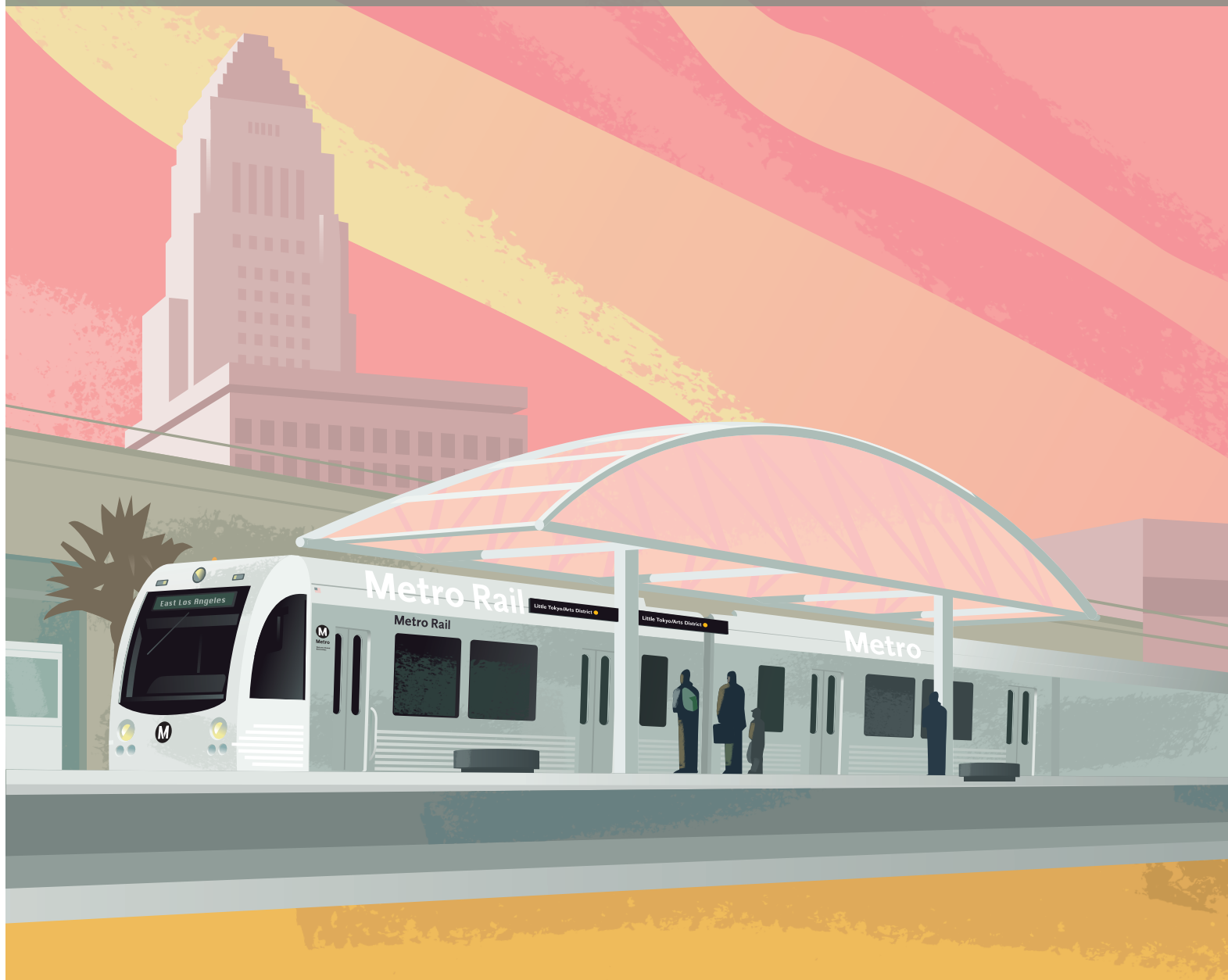
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- > 公衆は環境分析に関して評価・コメントする機会を与えられる。
- > MetroがDEIS/Rにおいて何を調査すべきか、即ちプロジェクトの目的と要件、EIS/Rにおける分析の他の選択枝、EIS/Rにおいて考えられるインパクトとその緩衝に関し、公衆がコメントできる最初の機会。
- > DEIS/Rスコープ調査過程における公式的な公衆コメント受付は終了したが、公衆が自分の意見を提出できないということではない。Metroは継続的な透明な地域アウトリーチに尽力し、プロジェクト領域における利害関係者グループへの現行のアウトリーチとともに、重要なプロジェクトの要所所で地域のアップデート会議を行う。
- > 公衆の調査期間は2009年5月11日に終了。Metroは調査報告書にコメントを含め記録する。

### 3. 草案EIS/Rの作成

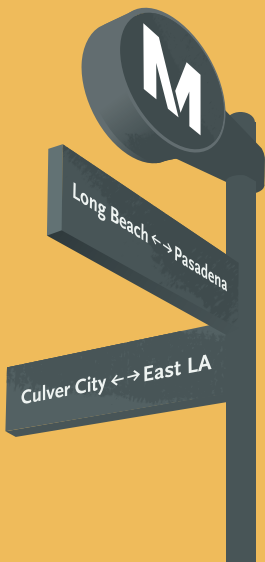
2009年の3月-2010年夏

#### METROが行うこと

- > プロジェクトおよび、プロジェクトの設計と影響緩和に関し、地域との現行の作業における影響を分析する。
- > その結果に関する情報をMetroは継続して提供する。その間Metroは4件の代替案に関しても引き続き分析する。質問によってはすぐに答えが出ないこともあるが、それに対しては必ず追って返答する。

#### 皆様の役割(公衆の活動)

- > 公開会議に参加する。
- > 次回の公開会議は2009年11月に開催する予定。
- > 各地域の利害関係者会議を参観する。一般向けのアップデートに加え、プロジェクトの進行に沿って、Metroは組織やプロジェクトの利害関係者と話し合いを継続する。
- > ここで地域における影響とそれを緩衝するための方策を話し合う。



## NEPA および CEQA 過程

全国環境政策法 (NEPA) およびカリフォルニア州環境基準法 (CEQA) は、あらゆる悪影響を回避・軽減・緩衝するために、政府当局が彼らの活動における環境への影響を明確にすることを要求する法です。NEPAのための環境影響白書 (EIS) および CEQA のための環境影響報告書は、政府が行う、または政府の援助を受けて行う全ての活動に要求されています。本プロジェクトは NEPA と CEQA の承認が必要なため、合同の EIS/R を作成します。

地域コネクターの EIS/R では、大気、文化・歴史的資源、地域的な影響、騒音、可視的な影響、土壌、水、生物学的資源等、提案されているプロジェクトに関する環境的な影響を幅広い観点で検討します。草案 EIS/R 段階では、Metro はまた本プロジェクトに関し、工事中と稼働開始以後に生じる影響の可能性を調査し、悪影

響を回避、軽減、緩衝する方策を検討します。この段階ではさらに、(平面線形、駅の場所を含み) 代替におけるコストの効率性、工事の資金調達オプション等も、Metro が詳細にわたり検討していきます。

### 4. 草案 EIS/R に関する公衆の評価およびコメント

2010年夏

#### METROが行うこと

- > 草案環境文書を配布する。
- > DEIS/R 作成の終了にあたり、環境文書が完成し、公衆が評価できるように Metro が配布する。Metro は文書がいつ配布されるかを知らせる。
- > Metro は公式的な公聴会を開催し、公衆が草案 EIS/R に関してコメントできるようにする。

#### 皆様の役割 (公衆の活動)

- > 公衆が草案 EIS/R を見直し、影響、緩衝、その他の関連する問題に取り組む。
- > 公聴会に参加し、環境過程の一環として、ここでもプロジェクトに関する公式的なコメントを提出する。このような方法で、公衆はプロジェクト設計と悪影響への緩衝方策が充分であるかについて、取り組むことができる。
- > 公聴会は暫定的に2010年夏に開催する予定。

### 5. 理事会は地域優先の代替選択肢 (LPA) を選択する。

2010年晩夏 / 初秋

#### METROが行うこと

- > Metro の理事会は地域優先の代替選択肢 LPA を選択する。
- > Metro のスタッフは Metro の理事会に対して DEIS/R に関する考察を発表する。理事会は LPA の承認を行い、スタッフに対して最終 EIS/R を作成するよう指示する。LPA は最終 EIS/R へ進行する定められるプロジェクト。
- > Metro の理事会は連邦交通省に対して、初期エンジニアリング、即ちプロジェクトを実行するための最終図面と設計図を開発する承認を求める。

#### 皆様の役割 (公衆の活動)

- > 公衆は Metro 理事会に、LPA 提案におけるコメントを提出する。
- > Metro 理事会の会議に参加する。ここでは Metro 理事会に対して、実行に移すプロジェクトに関して意見を述べるができる。この時にあなたの望むプロジェクトについて発表することができる。

### 6. 最終 EIS/R の作成

2010/11年夏

#### METROが行うこと

- > Metro は 最終 EIS/R に関する EIS/R のコメントに対して返答する。
- > Metro はを配布し、公衆に評価してもらう。
- > この過程は NEPA/CEQA を遵守するもの。

#### 皆様の役割 (公衆の活動)

- > 公衆の活動なし。
- > 最終 EIS/R の時点では、草案 EIS/R 期間の公衆のコメントに対して応答済み。決定記録に対する承認の前に、公衆が最終 EIS/R を見直す30日の期間がある。

### 7. 理事会の決定/プロジェクトの承認

2011年夏

#### METROが行うこと

- > Metro の理事会は地域コネクタープロジェクトの工事。
- > Metro のスタッフは理事会に対して、実行することを提案する地域コネクタープロジェクトに関して、最終的な発表をする。理事会がスタッフの提案を承認した場合に限り、プロジェクトを着工する。

#### 皆様の役割 (公衆の活動)

- > 公衆の提案に関するコメント理事会に提出する。
- > 公衆はこの機会に、理事会が決定する前の最終コメントを提出する。

## 連絡先

調査に関して質問したい、詳細の情報がほしい、当局のメールリストに加えてほしい、等をお望みですか?あなたの会社・団体に対する説明会もリクエストすることができます。以下の方法であなたの意見や質問を送ってください。

### EMAIL

[regionalconnector@metro.net](mailto:regionalconnector@metro.net)

### 書信

紙面のコメントは郵便で、

**Dolores Roybal Saltarelli**

**Project Manager**

**Metro**

**One Gateway Plaza,**

**Los Angeles, CA 90012-2952**

に宛てて送ってください。

### 電話

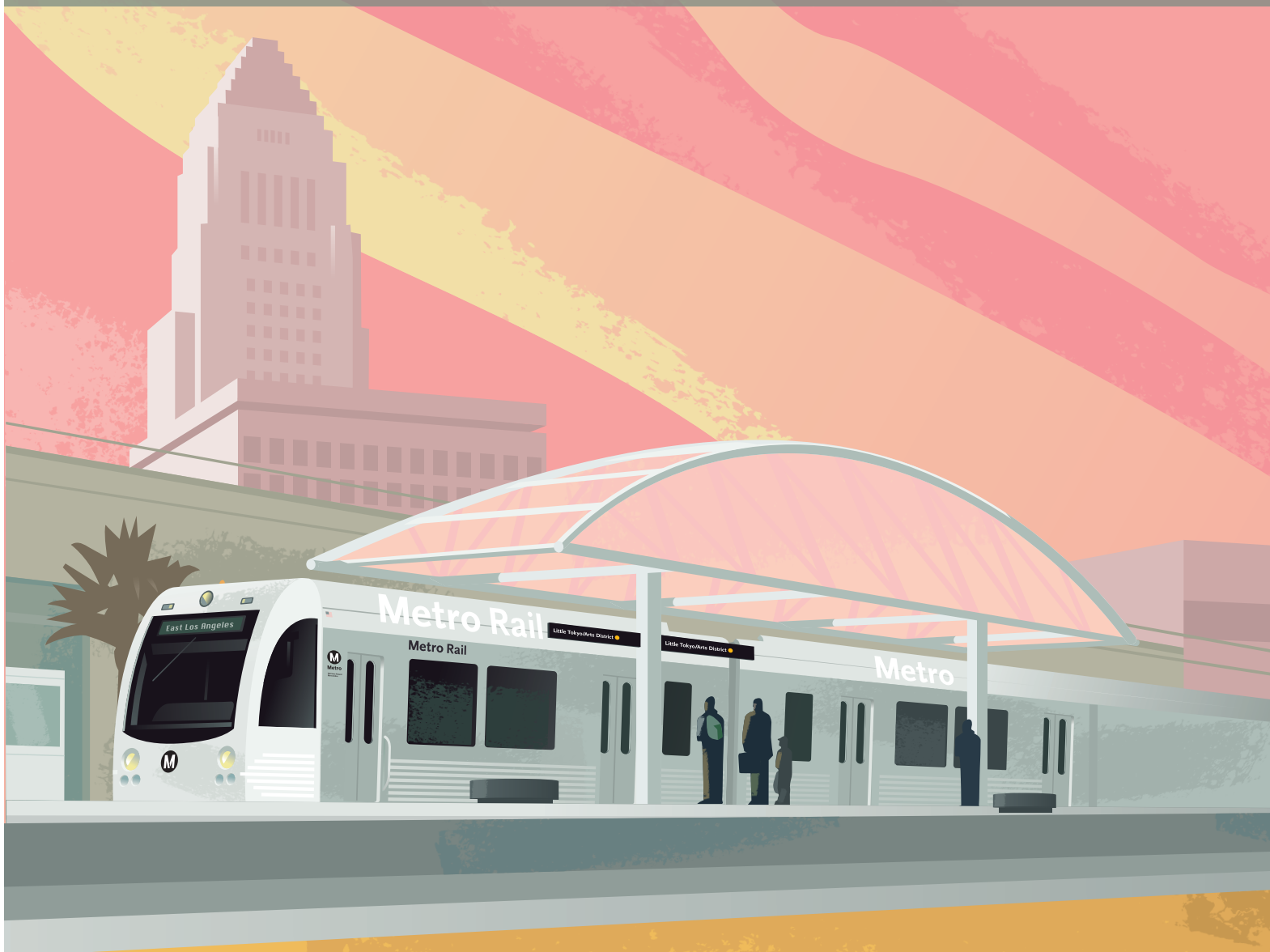
本プロジェクトに関する質問やコメントを電話のメッセージに残すこともできます。電話番号は 213.922.7277。電話のメッセージは平日に最低1回は再生されます。

### フェイスブック (FACEBOOK)

フェイスブックの“Metro Regional Connector”をご覧ください。

# Corredor de Transporte Conector Regional

*Proceso de Revisión Ambiental*



## Antecedentes

El estudio del Conector Regional de transporte de tren ligero (LRT) incluye un análisis de alternativas para conectar la Estación 7th Street/Metro Center y Union Station a través del Centro de Los Angeles. El proyecto fue iniciado en el 2007 con un Estudio de Análisis de Alternativas. Aproximadamente 33 alternativas para pasar por el Centro de Los Angeles fueron desarrolladas y analizadas basadas en un número de criterios importantes, luego fueron reducidas por el proceso de Análisis de Alternativas a cuatro alternativas. A comienzos del 2009, la Junta Directiva de Metro autorizó al equipo del proyecto a moverse hacia la siguiente fase del proyecto y empezar a trabajar en el Borrador

de la Declaración/Reporte del Impacto Ambiental (Borrador EIS/R) para examinar y completar una revisión cabal de las siguientes cuatro alternativas:

- > No Construcción
- > Administración de Sistemas de Transporte (TSM)
- > Alternativa de Construcción de LRT, énfasis a nivel
- > Alternativa de Construcción de LRT, énfasis subterráneo

## Resumen del Proceso Ambiental

Hay varios pasos en el proceso del EIS/R que proveen a las agencias, personas interesadas en el proyecto y público en general la oportunidad para revisar el proyecto y proporcionar sus comentarios.

### 1. Notificación de intención (NOI) y notificación de preparación (NOP)

*Marzo del 2009 (Completo)*

#### LO QUE METRO HACE

- > Metro inicia el proceso de CEQA/NEPA.
- > Publicación del NOI/NOP para cumplir con los requisitos de NEPA y CEQA.

#### SU PAPEL (ACCION PUBLICA)

- > El NOI/NOP anuncia el principio del proyecto y las próximas reuniones de alcance, y no requiere ninguna acción pública aparte de la participación en el alcance.

### 2. Alcance público

*Marzo - mayo del 2009 (Completo)*

#### LO QUE METRO HACE

- > Metro llevó a cabo reuniones de alcance público en abril/mayo de 2009.
- > El público también fue invitado a mandar comentarios por correo electrónico o correspondencia. Metro realizó las reuniones en cuatro lugares: Financial District, Little Tokyo, South Park/USC y Pasadena. Un total de 175 personas asistió a las reuniones de alcance, y se recibieron 126 comentarios verbales, escritos y enviados por correo electrónico.
- > Metro hizo públicas estas reuniones por medio de correspondencia y correo electrónico, en el servicio de tránsito de Metro, por publicidades de periódico, diversos medios de comunicación y anuncios en los vecindarios.

#### SU PAPEL (ACCION PUBLICA)

- > Se le proporciona al público una oportunidad para revisar y hacer comentarios sobre el análisis ambiental.
- > La primera oportunidad del público para proporcionar comentarios acerca de lo que Metro debería estudiar en el Borrador EIS/R, por ejemplo: el propósito y necesidad del proyecto, alternativas para análisis en el EIS/R y los posibles impactos y mitigaciones para análisis en el EIS/R.
- > El período oficial para comentarios públicos ha terminado, pero no significa que ya no pueda proveer su aporte. Metro está comprometido a un proceso continuo y transparente de alcance comunitario que incluye reuniones de actualización con la comunidad en hitos importantes del proyecto y alcance continuo con grupos clave interesados en el área del proyecto.
- > El período de alcance público cerró el 11 de mayo de 2009. Metro registrará e incluirá todos los comentarios en el reporte del alcance.

### 3. Preparación del Borrador EIS/R

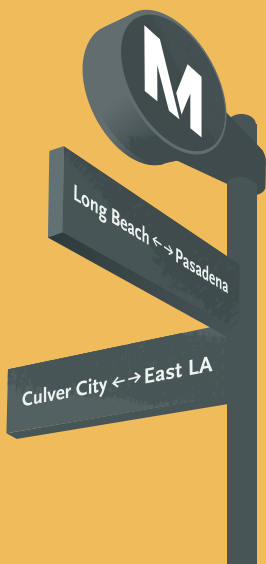
*Marzo de 2009 - verano de 2010*

#### LO QUE METRO HACE

- > Analizar los impactos del proyecto y el trabajo continuo con la comunidad en el diseño del proyecto y las mitigaciones.
- > Continuar proveyendo información actualizada a medida que los resultados estén disponibles. Sin embargo, Metro todavía está analizando las cuatro alternativas. Si no podemos contestar sus preguntas inmediatamente, tenemos el compromiso de hacer el seguimiento cuando tengamos las respuestas.

#### SU PAPEL (ACCION PUBLICA)

- > Asista a reuniones públicas.
- > La siguiente ronda de reuniones públicas está programada para noviembre del 2009
- > Esté atento a reuniones para las personas interesadas en su comunidad. Además de las actualizaciones públicas, Metro continuará reuniéndose con organizaciones y personas interesadas en el proyecto a medida que el proyecto avanza.
- > Ahora es el momento de hablar sobre lo que usted piensa que son los impactos y cómo pueden ser mitigados.





## NEPA and CEQA Process

La ley de política ambiental nacional (NEPA) y la ley de calidad ambiental de California (CEQA) son leyes que requieren que agencias gubernamentales identifiquen los impactos significantes de sus acciones hacia el medioambiente y eviten, reduzcan o mitiguen cualquier efecto desfavorable. Una Declaración de Impacto Ambiental (EIS) para NEPA y un Reporte de Impacto Ambiental (EIR) para CEQA son requeridos para cualquier acción que sea tomada por el gobierno o que recibe financiación de éste. Este proyecto requiere aprobaciones de NEPA y CEQA, por lo cual se preparará un EIS/R en conjunto.

El EIS/R para el Conector Regional considerará los impactos medioambientales del proyecto propuesto en una gran variedad de temas como calidad de aire, recursos culturales e históricos, efectos a la comunidad, ruido, impactos visuales, tierra, agua, recursos biológicos y otros. Durante la fase del Borrador EIS/R, Metro también estudiará los efectos potenciales del proyecto durante su construcción y una vez que esté operando, y evaluará medidas para evitar, minimizar y mitigar efectos desfavorables. Durante esta fase, Metro mejorará las alternativas (incluyendo alineaciones y lugares para las estaciones), incluyendo la consideración de la eficacia de costos de las alternativas y opciones de financiamiento para la construcción.

### 4. Revisión pública y comentario sobre el Borrador EIS/R

*Verano de 2010*

#### LO QUE METRO HACE

- > Circular el borrador del documento ambiental.
- > Cuando se concluya la preparación del Borrador EIS/R, el documento ambiental estará disponible y será circulado por Metro para revisión. Metro informará al público cuando el documento esté disponible.
- > Metro llevará a cabo audiencias públicas formales a fin de que el público puede hacer comentarios sobre el Borrador EIS/R.

#### SU PAPEL (ACCION PUBLICA)

- > El público revisa el Borrador EIS/R, ocupándose de impactos, mitigaciones u otros asuntos pertinentes.
- > Asista a audiencias públicas para otra vez proveer comentarios formales acerca del proyecto como parte del proceso ambiental. De este modo, el público puede hablar sobre el diseño del proyecto y de medidas de mitigación adecuadas.
- > Las audiencias públicas están tentativamente programadas para el verano del 2010.

### 5. La Junta Directiva selecciona la alternativa preferida localmente (LPA)

*Final de verano/Comienzo del otoño 2010*

#### LO QUE METRO HACE

- > La Junta Directiva de Metro selecciona la LPA.
- > El personal de Metro presentará las conclusiones del Borrador EIS/R a la Junta Directiva de Metro. Se pedirá a la Junta Directiva que adopte la LPA para su aprobación y que dirija al personal para completar el EIS/R Final. La LPA es el proyecto identificado para avanzar al EIS/R Final.
- > Luego, la Junta Directiva buscará la aprobación de la agencia de transporte federal (FTA) para empezar la ingeniería preliminar, por ejemplo: el desarrollo de planos y planes finales para que el proyecto sea implementado.

#### SU PAPEL (ACCION PUBLICA)

- > Comentario del público a la Junta Directiva sobre las recomendaciones de la LPA.
- > Asista a la reunión de la Junta Directiva. En este momento tendrá una oportunidad para hablarle a la Junta Directiva acerca del proyecto que avanzará a implementación. Aquí es cuando puede hablar con la Junta Directiva acerca del proyecto que usted quiere ver.

### 6. Preparación del EIS/R Final

*Verano de 2010/11*

#### LO QUE METRO HACE

- > Metro responderá a los comentarios sobre el Borrador EIS/R en el EIS/R Final.
- > Metro circula el EIS/R Final para revisión pública.
- > Este proceso está en conformidad con NEPA/CEQA.

#### SU PAPEL (ACCION PUBLICA)

- > Ninguna acción pública
- > El EIS/R Final habrá respondido a los comentarios públicos durante el Borrador EIS/R. Habrá un período de 30 días para la revisión pública del EIS/R Final antes de la aprobación del registro de decisión.

### 7. Aprobación de la Junta Directiva de la decisión/proyecto

*Verano de 2011*

#### LO QUE METRO HACE

- > La Junta Directiva de Metro decidirá si seguirá hacia delante con la construcción del proyecto del Conector Regional.
- > El personal de Metro hará su presentación final a la Junta Directiva acerca del proyecto del Conector Regional recomendado implementación. Si la Junta Directiva aprueba la recomendación del personal, sólo entonces puede ser construido el proyecto.

#### SU PAPEL (ACCION PUBLICA)

- > Comentarios públicos hechos a la Junta Directiva acerca de la recomendación.
- > El público tendrá esta oportunidad para proporcionar sus comentarios finales a la Junta Directiva de Metro antes de que una decisión sea tomada.

## *Cómo contactarnos y permanecer involucrado*

Si quiere ser agregado a nuestra lista de correo, programar una presentación para su organización o aprender más acerca del Conector Regional, hay muchas maneras de contactarnos:

### **CORREO ELECTRONICO**

*regionalconnector@metro.net*

### **CORRESPONDENCIA**

Mande sus comentarios por escrito a:

**Dolores Roybal Saltarelli**  
**Administradora del Proyecto**  
**Metro**  
**One Gateway Plaza**  
**Los Angeles, CA 90012-2952**

### **TELEFONO**

También puede dejar sus preguntas o comentarios en nuestro teléfono del proyecto llamando al 213.922.7277. Los mensajes telefónicos son escuchados al menos una vez cada día hábil.

### **FACEBOOK**

Asegúrese de visitarnos en Facebook en "Metro Regional Connector."

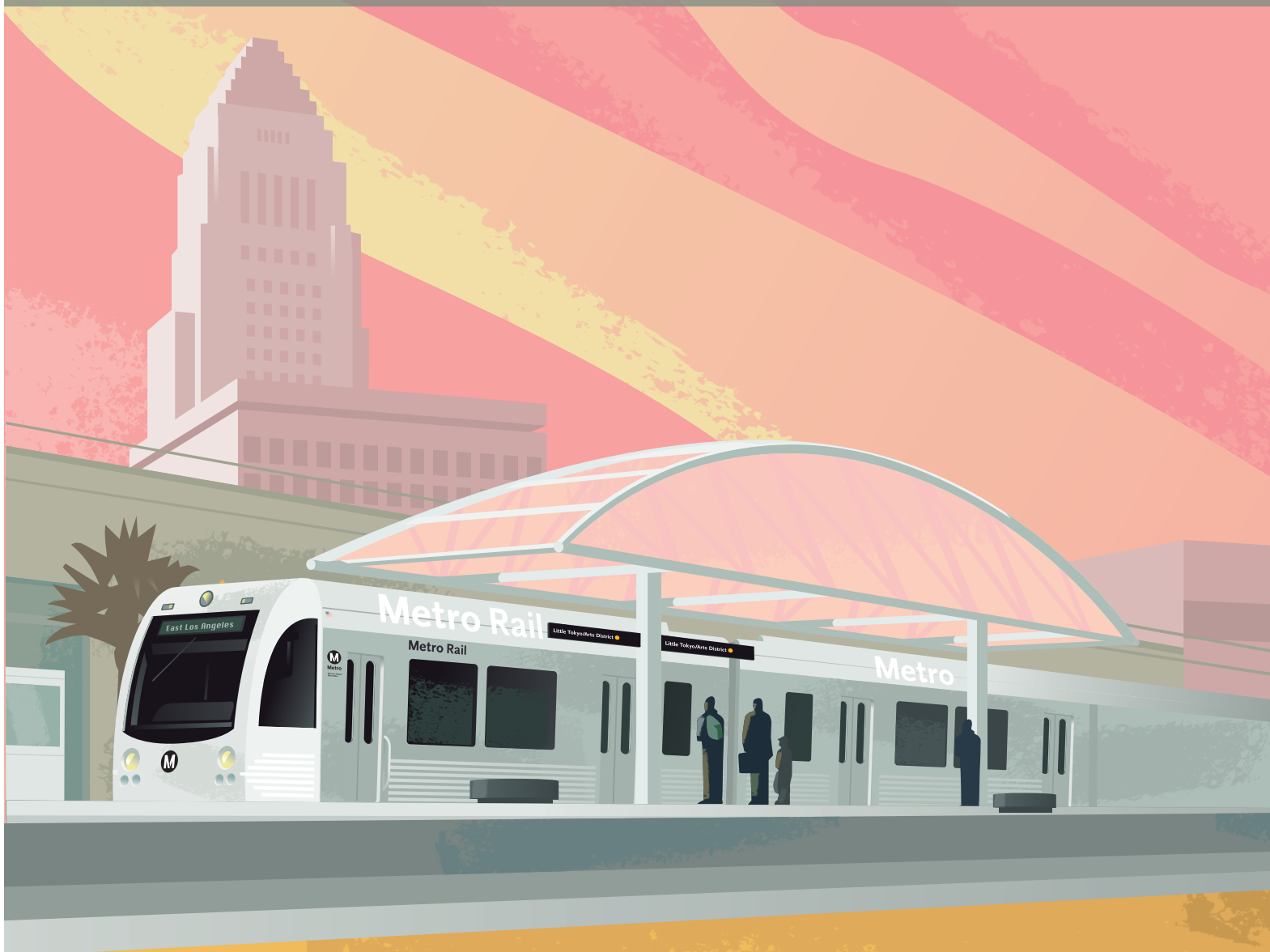


**Metro**<sup>®</sup>



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Marzo del 2009 (Completo)

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#### SU PAPEL (ACCION PUBLICA)

- > El NOI/NOP anuncia el principio del proyecto y las próximas reuniones de alcance, y no requiere ninguna acción pública aparte de la participación en el alcance.

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Marzo - mayo del 2009 (Completo)

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- > El período de alcance público cerró el 11 de mayo de 2009. Metro registrará e incluirá todos los comentarios en el reporte del alcance.

### 3. Preparación del Borrador EIS/R

Marzo de 2009 - verano de 2010

#### LO QUE METRO HACE

- > Analizar los impactos del proyecto y el trabajo continuo con la comunidad en el diseño del proyecto y las mitigaciones.
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## NEPA and CEQA Process

La ley de política ambiental nacional (NEPA) y la ley de calidad ambiental de California (CEQA) son leyes que requieren que agencias gubernamentales identifiquen los impactos significantes de sus acciones hacia el medioambiente y eviten, reduzcan o mitiguen cualquier efecto desfavorable. Una Declaración de Impacto Ambiental (EIS) para NEPA y un Reporte de Impacto Ambiental (EIR) para CEQA son requeridos para cualquier acción que sea tomada por el gobierno o que recibe financiación de éste. Este proyecto requiere aprobaciones de NEPA y CEQA, por lo cual se preparará un EIS/R en conjunto.

El EIS/R para el Conector Regional considerará los impactos medioambientales del proyecto propuesto en una gran variedad de temas como calidad de aire, recursos culturales e históricos, efectos a la comunidad, ruido, impactos visuales, tierra, agua, recursos biológicos y otros. Durante la fase del Borrador EIS/R, Metro también estudiará los efectos potenciales del proyecto durante su construcción y una vez que esté operando, y evaluará medidas para evitar, minimizar y mitigar efectos desfavorables. Durante esta fase, Metro mejorará las alternativas (incluyendo alineaciones y lugares para las estaciones), incluyendo la consideración de la eficacia de costos de las alternativas y opciones de financiamiento para la construcción.

### 4. Revisión pública y comentario sobre el Borrador EIS/R

*Verano de 2010*

#### LO QUE METRO HACE

- > Circular el borrador del documento ambiental.
- > Cuando se concluya la preparación del Borrador EIS/R, el documento ambiental estará disponible y será circulado por Metro para revisión. Metro informará al público cuando el documento esté disponible.
- > Metro llevará a cabo audiencias públicas formales a fin de que el público puede hacer comentarios sobre el Borrador EIS/R.

#### SU PAPEL (ACCION PUBLICA)

- > El público revisa el Borrador EIS/R, ocupándose de impactos, mitigaciones u otros asuntos pertinentes.
- > Asista a audiencias públicas para otra vez proveer comentarios formales acerca del proyecto como parte del proceso ambiental. De este modo, el público puede hablar sobre el diseño del proyecto y de medidas de mitigación adecuadas.
- > Las audiencias públicas están tentativamente programadas para el verano del 2010.

### 5. La Junta Directiva selecciona la alternativa preferida localmente (LPA)

*Final de verano/Comienzo del otoño 2010*

#### LO QUE METRO HACE

- > La Junta Directiva de Metro selecciona la LPA.
- > El personal de Metro presentará las conclusiones del Borrador EIS/R a la Junta Directiva de Metro. Se pedirá a la Junta Directiva que adopte la LPA para su aprobación y que dirija al personal para completar el EIS/R Final. La LPA es el proyecto identificado para avanzar al EIS/R Final.
- > Luego, la Junta Directiva buscará la aprobación de la agencia de transporte federal (FTA) para empezar la ingeniería preliminar, por ejemplo: el desarrollo de planos y planes finales para que el proyecto sea implementado.

#### SU PAPEL (ACCION PUBLICA)

- > Comentario del público a la Junta Directiva sobre las recomendaciones de la LPA.
- > Asista a la reunión de la Junta Directiva. En este momento tendrá una oportunidad para hablarle a la Junta Directiva acerca del proyecto que avanzará a implementación. Aquí es cuando puede hablar con la Junta Directiva acerca del proyecto que usted quiere ver.

### 6. Preparación del EIS/R Final

*Verano de 2010/11*

#### LO QUE METRO HACE

- > Metro responderá a los comentarios sobre el Borrador EIS/R en el EIS/R Final.
- > Metro circula el EIS/R Final para revisión pública.
- > Este proceso está en conformidad con NEPA/CEQA.

#### SU PAPEL (ACCION PUBLICA)

- > Ninguna acción pública
- > El EIS/R Final habrá respondido a los comentarios públicos durante el Borrador EIS/R. Habrá un período de 30 días para la revisión pública del EIS/R Final antes de la aprobación del registro de decisión.

### 7. Aprobación de la Junta Directiva de la decisión/proyecto

*Verano de 2011*

#### LO QUE METRO HACE

- > La Junta Directiva de Metro decidirá si seguirá hacia delante con la construcción del proyecto del Conector Regional.
- > El personal de Metro hará su presentación final a la Junta Directiva acerca del proyecto del Conector Regional recomendado implementación. Si la Junta Directiva aprueba la recomendación del personal, sólo entonces puede ser construido el proyecto.

#### SU PAPEL (ACCION PUBLICA)

- > Comentarios públicos hechos a la Junta Directiva acerca de la recomendación.
- > El público tendrá esta oportunidad para proporcionar sus comentarios finales a la Junta Directiva de Metro antes de que una decisión sea tomada.

## *Cómo contactarnos y permanecer involucrado*

Si quiere ser agregado a nuestra lista de correo, programar una presentación para su organización o aprender más acerca del Conector Regional, hay muchas maneras de contactarnos:

### **CORREO ELECTRONICO**

*regionalconnector@metro.net*

### **CORRESPONDENCIA**

Mande sus comentarios por escrito a:

**Dolores Roybal Saltarelli**  
**Administradora del Proyecto**  
**Metro**  
**One Gateway Plaza**  
**Los Angeles, CA 90012-2952**

### **TELEFONO**

También puede dejar sus preguntas o comentarios en nuestro teléfono del proyecto llamando al 213.922.7277. Los mensajes telefónicos son escuchados al menos una vez cada día hábil.

### **FACEBOOK**

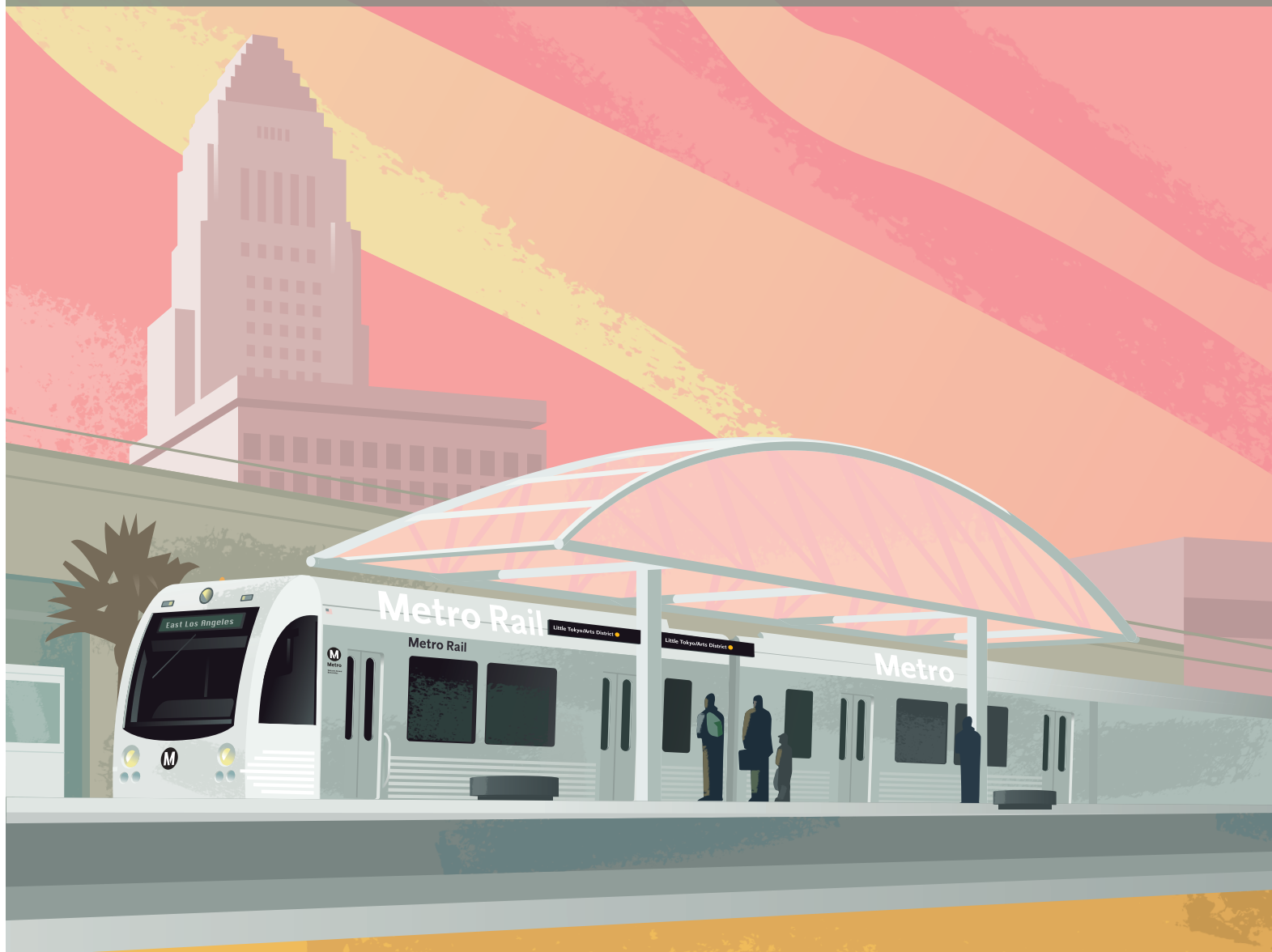
Asegúrese de visitarnos en Facebook en "Metro Regional Connector."



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# Regional Connector Transit Corridor Study

*Environmental Review Process*



NOVEMBER 2009

**Environmental Review Fact Sheet**

## Background

The Regional Connector Light Rail Transit (LRT) study includes an analysis of alternatives to connect the 7th Street Metro Center and Union Station through Downtown Los Angeles. The project was initiated in 2007 with an Alternatives Analysis Study. Approximately 33 alternatives traversing Downtown Los Angeles were developed and analyzed based on a number of important criteria, then narrowed by the Alternative Analysis process to four alternatives. In early 2009, the Metro Board of Directors authorized the project team to move into the next phase of the project and begin work on a Draft Environmental Impact

Statement/Report (Draft EIS/EIR) to examine and complete a thorough review of the following four alternatives:

- > No Build
- > Traffic Systems Management (TSM)
- > LRT Build Alternative, At-Grade Emphasis
- > LRT Build Alternative, Underground Emphasis

## Summary of Environmental Process

There are several steps in the EIS/EIR process that provide agencies, project stakeholders and the general public the opportunity to review the project and provide comments.

### 1. Notice of Intent (NOI)/ Notice of Preparation (NOP)

*March 2009 (Complete)*

#### WHAT METRO DOES

- > Metro initiates the CEPA/NEPA process.
- > Publication of NOI and NOP to meet the requirements of NEPA and CEQA.

#### YOUR ROLE (PUBLIC ACTION)

- > The NOI/NOP announces the start of the project and upcoming scoping meetings, and does not require public action other than participation in scoping.
- > Public is provided an opportunity to review and comment on Scope of the Environmental Analysis.

### 2. Public Scoping

*March - May 2009 (Complete)*

#### WHAT METRO DOES

- > Metro conducted public scoping meetings in April/May 2009.
- > The public was also invited to comment by e-mail or letter. Metro held meetings at four locations: Financial District, Little Tokyo, South Park/USC and Pasadena. A total of 175 people attended the scoping meetings, with 126 verbal, written and email comments received.
- > Metro publicized these meetings widely, including mail and email, on Metro transit service, via newspaper advertisements, diverse media, and neighborhood canvassing.

#### YOUR ROLE (PUBLIC ACTION)

- > Public is provided an opportunity to review and comment on Scope of the Environmental Analysis.
- > Public's first opportunity to provide comment about what Metro should study in the DEIS/EIR, e.g. project purpose and need, alternatives for analysis in the EIS/EIR and potential impacts and mitigations for analysis in the EIS/EIR.
- > Although the official public comment period for the DEIS/R scoping process has closed, this does not mean that you can no longer provide your input. Metro is committed to an ongoing, transparent community outreach process which includes community update meetings at important project milestones, as well as ongoing outreach to key stakeholder groups in the project area.
- > Public Scoping period closed on May 11, 2009. Metro will record and include all comments in the Scoping Report.

### 3. Prepare Draft EIS/EIR

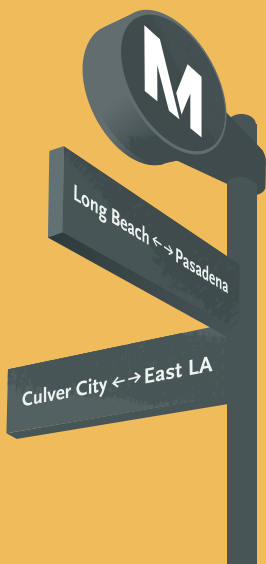
*March 2009 - Summer 2010*

#### WHAT METRO DOES

- > Analyze project impacts and ongoing work with the community on project design and mitigations.
- > Metro will continue to provide updated information as results become available. However, Metro is still analyzing the four alternatives. If we are not able to answer your questions immediately, we are committed to following up when we have an answer.

#### YOUR ROLE (PUBLIC ACTION)

- > Attend public meetings.
- > Next round of public meetings scheduled for November 2009.
- > Be on the lookout for stakeholder meetings in your community. In addition to the public updates, Metro will continue to meet with organizations and project stakeholders as the project moves forward.
- > Now is the time to talk about what you think the impacts are and how they can be mitigated.



## NEPA and CEQA Process

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are laws that require government agencies to identify the significant environmental impact of their actions and to avoid, minimize or mitigate any adverse effects. An Environmental Impact Statement (EIS) for NEPA and an Environmental Impact Report (EIR) for CEQA are required for any action that is taken by the government or receives government funding. This project requires approvals from both NEPA and CEQA, and therefore a joint EIS/EIR will be prepared.

The EIS/EIR for the Regional Connector will consider the proposed project's environmental impacts on a wide range of topics such as air quality, cultural and historic resources,

community effects, noise, visual impacts, soil, water, biological resources and others. During the Draft EIS/EIR phase, Metro will also study the potential effects of the project both during construction and once it is operating, and will evaluate measures to avoid, minimize and mitigate adverse impacts. During this phase, Metro will further refine the alternatives (including alignments and station locations), including consideration of the cost effectiveness of the alternatives and funding options for construction.

### 4. Public Review & Comment On Draft EIS/EIR

*Summer 2010*

#### WHAT METRO DOES

- > Circulate Draft Environmental Document.
- > At the conclusion of the DEIS/EIR preparation, the environmental document is available and will be circulated by Metro for public review. Metro will inform the public when the document is available.
- > Metro will host formal public hearings so that the public may comment on the Draft EIS/EIR.

#### YOUR ROLE (PUBLIC ACTION)

- > Public reviews Draft EIS/EIR, addressing impacts, mitigations or other relevant issues.
- > Attend public hearings to again provide formal comment about the project as part of the environmental process. In this way, the public can address project design and adequacy of mitigation measures.
- > Public hearings tentatively scheduled in summer 2010.

### 5. Board Selects Locally Preferred Alternative (LPA)

*Late Summer/Early Fall 2010*

#### WHAT METRO DOES

- > Metro Board selects Locally Preferred Alternative.
- > Metro staff will present findings of DEIS/EIR to Metro Board of Directors. The Board will be asked to adopt LPA for approval and direct staff to complete the Final EIS/EIR. The LPA is the project identified to move forward into the Final EIS/EIR.
- > Metro Board then will seek approval from Federal Transportation Agency (FTA) to begin Preliminary Engineering i.e., development of final drawings and plans for the project to be implemented.

#### YOUR ROLE (PUBLIC ACTION)

- > Public comment to Metro Board on the LPA recommendations.
- > Attend the Metro Board of Directors meeting. At this time, you will have an opportunity to speak to the Metro Board about the project that will move forward to implementation. This is when you can speak to the Board about the project you want to see.

### 6. Prepare Final EIS/EIR

*Summer 2010/11*

#### WHAT METRO DOES

- > Metro will respond to comments on the Draft EIS/EIR in the Final EIS/EIR.
- > Metro circulates the FEIS/EIR for public review.
- > This process is in compliance with NEPA/CEQA.

#### YOUR ROLE (PUBLIC ACTION)

- > No public action.
- > The Final EIS/R will have responded to public comments during the Draft EIS/EIR. There will be a 30 day period for public review of the Final EIS/EIR prior to approval of the Record of Decision.

### 7. Board Decision/Project

*Approval Summer 2011*

#### WHAT METRO DOES

- > Metro Board will decide whether to move forward with construction of Regional Connector project.
- > Metro staff will make its final presentation to the Board about the Regional Connector project recommended for implementation. If the Board approves the staff recommendation, it is only then that a project may be constructed.

#### YOUR ROLE (PUBLIC ACTION)

- > Public Comments made to Board about recommendation.
- > The public will have this opportunity to provide final comments to the Metro Board before a decision is made.

## Contact Us

Do you have a question about the study, want more information or want to be added to our mailing list? You can also contact us about scheduling a presentation for your organization. Here's how you can send us your views or questions:

### EMAIL

*regionalconnector@metro.net*

### LETTER

Written comments can be mailed to

**Ms. Dolores Roybal Saltarelli**  
**Project Manager**  
**Metro**  
**One Gateway Plaza,**  
**Los Angeles, CA 90012-2952**

### PHONE

You can also leave your questions or comments on our project phone line by calling **213.922.7277**. Phone messages are retrieved at least once every business day.

### FACEBOOK

Be sure to visit us on Facebook at "Metro Regional Connector."



# Regional Connector Transit Corridor Study

*Draft EIS/R: Public Engagement and Community Participation*



NOVEMBER 2009

**Community Participation Fact Sheet**

**Public scoping meetings were held in March/April 2009** to receive the community's input on issues Metro should study during the Draft Environmental Impact Study/Review (EIS/R). Approximately 200 people attended four meetings and Metro received 126 comments. Although the official public comment period for the Draft EIS/R scoping process closed on May 11, 2009, you can continue to share your thoughts and ideas.

## GIVE US YOUR INPUT

### Here Are the Ways You Can Participate

- > Attend our bi-annual community update meetings. These meetings are intended to be a conduit of new information about our findings and usually coincide with important project milestones. Our next series of meetings will take place in November 2009. If you are on our mail or email list, you will automatically receive meeting invitations. To sign up for meeting notices, email us at [regionalconnector@metro.net](mailto:regionalconnector@metro.net) or call our information line at 213.922.7277.
- > At the culmination of the Draft EIS/R, anticipated in the summer of 2010, Metro will circulate the environmental document and will hold a series of formal public hearings. Again, you will be notified of these meetings and Metro will publicize meeting information widely.

### Other Community Input Mechanisms

As part of the outreach process, Metro convened an Urban Design Working Group, with three geographic subgroups, coinciding with the proposed station areas for the two build alternatives. These subgroups are looking at neighborhood priorities for station area design specifically around 2nd Street, Bunker Hill and the Financial District. In May, Metro met with the full Working Group to set the stage for the urban design planning process; this was followed by a meeting with each of the geographic subgroups in June. A final Urban Design Working Group meeting for this environmental phase will be convened in the new year to share the results of what we heard from these communities during the urban design process. A full report on urban design, as well as a fact sheet on the findings of the urban design process will be developed and distributed at the culmination of this effort.

### Focused Outreach

The Urban Design Working Group sparked further interaction between Metro and the geographic subgroups, especially in the Little Tokyo area, to address specific neighborhood concerns such as parking, business and neighborhood impacts during construction and future operations. This led to a constructive dialog with the community and the formation of a focused Little Tokyo Working Group to address issues specific to this community. This effort commenced in September 2009.

### Completed and Ongoing Meetings

In addition to the required meetings and the focused Working Groups, Metro has continued to reach out to individual project stakeholders to provide regular project updates and to respond to questions and concerns. This list of contacts continues to grow as we work with additional stakeholders to involve you in the planning process. Following is a summary of meetings completed to date:



**Metro is committed to an inclusive, transparent community outreach and public involvement effort** throughout the development. In addition to the public scoping meetings and hearings that are required for the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) processes, Metro is working to proactively engage key community groups and project stakeholders at focused meetings to address important issues that affect mobility, quality of life, economic sustainability, cultural/historic considerations and neighborhood impacts.

## FORMAL PUBLIC MEETINGS *Public EIS/EIR Scoping Meetings*

### Urban Design Working Group

- > 2nd Street Station
- > Bunker Hill Station
- > Financial District Station

### Stakeholder Meeting(s)/Briefing(s)

- > Bringing Back Broadway
- > Central City Association
- > Central City East Association
- > Go For Broke
- > Japanese American National Museum
- > Japanese Chamber of Commerce of Southern California
- > Little Tokyo Community Council, including Planning and Cultural Preservation Committee (PCPC)
- > Little Tokyo Service Center
- > Los Angeles Conservancy
- > Museum of Contemporary Art
- > University of Southern California

### Agency Meetings

- > City of Los Angeles  
*Departments of City Planning, Community Redevelopment, Public Works (Bureau of Engineering) and Transportation*
- > County of Los Angeles
- > Department of Public Works
- > Elected Official Briefings  
*Local, state and federal*

MEETING TYPE	MEETING	STATUS
Meetings Required by CEQA/NEPA	Formal Scoping Meetings Public Hearings	Completed May 2009 Summer 2010
Periodic Updates	Community Meetings	At least one round of update meetings in November 2009; additional round of meetings in Spring 2010
Focused Meetings	Urban Design Working Group Little Tokyo Working Group	May 2009 – ongoing September 2009 - ongoing
Ongoing Meetings/Briefings	Multiple meetings with individual stakeholder groups	As needed/requested

## *How to reach us and stay involved*

Should you want to be added to our mailing list, schedule a presentation for your organization or learn more about the Regional Connector, there are many ways to contact us:

### **EMAIL**

*regionalconnector@metro.net*

### **LETTER**

Written comments can be mailed to  
**Ms. Dolores Roybal Saltarelli**  
Project Manager  
Metro  
One Gateway Plaza,  
Los Angeles, CA 90012-2952

### **PHONE**

You can also leave your questions or comments on our project phone line by calling **213.922.7277**. Phone messages are retrieved at least once every business day.

### **FACEBOOK**

Be sure to visit us on Facebook at  
“Metro Regional Connector.”



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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Facebook Screenshot**





# Regional Connector Transit Corridor Project

- Wall
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Write something...

Attach:

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Options

Message All Members

Promote Group with an Ad

Edit Group Settings

Edit Members

Invite People to Join

Create Group Event

Leave Group

Visit our website [metro.net/regionalconnector](http://metro.net/regionalconnector)

### Information

Category:

Organizations - Community Organizations

Description:

Welcome to the official Facebook home of Metro's Regional Connector Study. This is for anyone who lives, works, visits and plays in Los Angeles County



**Ginny Brideau** A short video from Masao "Mike" Okamoto, AIA, LEED AP. discussing the Regional Connector and Little Tokyo.



**Mike Okamoto to Little Tokyo Community**

Length: 2:11

April 15 at 12:00pm · Comment · Like · Share · Report



**Simon Seunghwan Oh** Is the Regional Connector on Twitter?

April 7 at 12:03am · Comment · Like · Report



**Ginny Brideau** No...sorry. Metro is! @metrolosangeles

April 8 at 4:19pm · Delete

Write a comment...



**Ginny Brideau** Rail Track and Structures short bit... although no mention of the live broadcast this friday...

**New community meetings for LA Regional Connector Project**

[www.rtands.com](http://www.rtands.com)  
Railway Track and Structures

April 6 at 9:38am · Comment · Like · Share







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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Sample Media Coverage**





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WEDNESDAY, AUGUST 5, 2009

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Can You Dig It? Volleyball tourney heats up Nikkei Games. page 2

羅府新報 夕のニュース (日本語) ... MAINICHI ...

in the news TAMING THE TORO: Japanese novice bullfighter Taira Nono makes a pass during a bullfight in Torremolinos, southern Spain on Sunday.

japan-at-a-glance GRIM STATISTIC: The rise of Japan's suicide rate is accelerating towards record levels...

correction A caption for yesterday's photos of the Nisei Week fashion show failed to mention one of the participating designers, Nutmeg.

INSIDE TODAY'S RAFU Sports... Crossroads to Somewhere... Obituaries... Ochazuki... Classfolds... Sudoku...

yen-dollar rate The dollar closed lower on the Tokyo foreign exchange market Tuesday sinking 0.02 yen to fresh at 94.97 yen.

North Korea Pardons Journalists

Special pardon is ordered following negotiations with Bill Clinton.

SEOUL, South Korea—North Korean leader Kim Jong Il issued a special pardon for two jailed American journalists and ordered their release at former President Bill Clinton's request.

Clinton landed in the North Korean capital on Tuesday on a private mission to negotiate the freedom of the two women working for former Vice President Al Gore's Current TV media venture.

During his visit, he held rare talks with Kim—the reclusive North Korean leader's first meeting with a prominent Western figure since reportedly suffering a stroke a year ago.



Laura Ling, left, and Euna Lee have been held by North Korea since March when they were accused of sneaking into the country illegally.



Former President Bill Clinton, seated left, meets with North Korean leader Kim Jong Il, seated right, in Pyongyang on Tuesday.

ful, and expressed their families' anguish. Lee, a South Korean-born U.S. citizen, is married and has a 4-year-old daughter in Los Angeles...

Furutani, Hayashi Assume Helm of Legislative Caucus

SACRAMENTO—The Asian Pacific Islander (API) Legislative Caucus elected Assemblymember Warren T. Furutani (D-South L.A. County) and Assemblymember Mary Hayashi (D-Hayward) to serve as the new chair and vice chair, respectively, starting Sept. 11.

I look forward to serving the API community as chair of the API Legislative Caucus, stated Assemblymember Furutani. The caucus has played a critical role in our community under Assemblymember Liew's stewardship, and I hope to continue the standard he has set for the Caucus and for our community.

Lieu will be serving out his term until the end of the current legislative session. Under his leadership, API representation in the State Legislature reached a historic high of 11 members. He has announced his candidacy for state attorney general.



Furutani Hayashi



Furutani Hayashi

Metro Regional Connector Meeting Tonight

A meeting will be held on Wednesday, Aug. 5 with the Metro Regional Connector Light Rail Transit Team to discuss issues specific to the Little Tokyo area from 4:30 to 6:30 p.m. at the Japanese American National Museum.

Tokyo Metro will also discuss potential construction activities and also present a sample of the construction mitigation process used during the Gold Line East Extension.

OCJAA Scholarships Now Available

The Orange County Japanese American Association is now accepting applications for the eighth annual Japanese Cultural Scholarships. The scholarship, donated to OCJAA by the late Koichi and Toyo Nono, aims to encourage young men and women of Japanese ancestry who are in training to acquire Japanese cultural skills such as flower arrangement, tea ceremony, calligraphy, Japanese dance, Ryukyu dance, nanyo folk songs, folk dance, taiko, judo, kendo and karate.

Toyota Quarterly Losses at \$819 Mill

TOKYO—Booming sales of the Prius helped the world's No. 1 automaker Toyota deliver a smaller-than-expected \$819 million quarterly loss and narrow its forecast of red ink for the full year. The Japanese carmaker, whose models include the Corolla subcompact and luxury Lexus, said Tuesday it expects a \$4 billion loss for the fiscal year through March 2010, better than the 550 billion yen loss initially projected.



A Grand Dance Finale



The Gardena Buddhist Church obon marked the end of Southern California's obon season last weekend. An estimated 1,000 to 1,300 dancers lined the closed off street on Saturday alone.



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## Regional Connector Meetings Ahead

*Metro Planning Four Sessions to Cover Underground Alternative Starting April 9*

by **Ryan Vaillancourt, Staff Writer**

Published: Wednesday, March 31, 2010 1:37 PM PDT

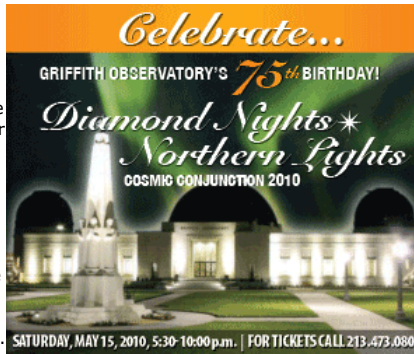
DOWNTOWN LOS ANGELES –Metro is inviting community members to learn more about the underground alternative for the proposed Downtown regional connector at a series of upcoming meetings, the first happening on April 9 (noon-1:30 p.m.) at the Central Library at 630 W. Fifth St.

The sessions will include presentations highlighting the features of the new build alternative, as well as comparisons with the other options being considered.

The regional connector is a proposed two-mile transit link that would connect the Metro Gold and Blue lines. In February, the Metro board voted unanimously to authorize staff to study a new, third build alternative for the proposed Downtown regional connector, placing the infrastructure entirely underground in Little Tokyo.

The other meetings are scheduled as follows: 6:30-8 p.m. on April 13 at Lake Avenue Church, Pasadena, 393 N. Lake Ave.; 2-3:30 p.m. and 6:30-8 p.m. on April 14 at the Japanese American National Museum, 369 E. First St.; and from 11 a.m.-1:30 p.m. on April 17 at the Los Angeles Theater Center, 514 S. Spring St.

For more information, visit [metro.net/regionalconnector](http://metro.net/regionalconnector) or email [regionalconnector@metro.net](mailto:regionalconnector@metro.net).



This Week's Issue



Today's Weather

Los Angeles, CA  
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[forecast...](#)

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[Return of the Butterflies](#)

[El Pueblo Rent Increase Goes Into Effect Today](#)

### Reader Comments

The following are comments from the readers. In no way do they represent the view of ladowntownnews.com.

### Submit a Comment

Downtown News welcomes comment from anyone and will almost always post it whether it is favorable or critical, as long as it is substantive and advances debate.

Name:

Email:

Comments:

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 **RSS Feeds** - RSS is a format set up for sharing content on the Web. Click [here](#) to see the sections that are available as RSS feeds.

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Community Update Meeting No. 1**

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





Los Angeles County  
Metropolitan Transportation Authority

# Regional Connector Transit Corridor Project DEIS/DEIR Community Update

Wurlitzer Building  
Saturday, November 7, 2009



**Metro**

# Project Progress

- In January 2009, Metro Board of Directors approved alternatives for further study in a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR)
- DEIS/DEIR effort commenced with Scoping Meetings
- Scoping period ended May 11, 2009
  - Four Scoping Meetings
  - 175 attended
  - 82 comments received at meetings
  - 44 additional comments received during the scoping process

# What we heard

- **The community supports the need to increase system connectivity.**
- **There is support for grade-separated LRT connecting the 7<sup>th</sup>/Metro Center to the Little Tokyo Arts District Station.**
- **The environmental and quality of life impacts by the construction and operations of the project.**
- **Steps must be taken by Metro to identify, and look for ways to minimize and mitigate these impacts.**

# Additional Stakeholder Meetings

- **Bringing Back Broadway**
- **Central City East**
- **Go For Broke**
- **Japanese American Cultural and Community Center**
- **Japanese American National Museum (2 meetings)**
- **Japanese Chamber of Commerce of Southern California**
- **Little Tokyo CRA CAC**
- **Little Tokyo Community Council (7 meetings)**
- **Little Tokyo Service Center (2 meetings)**
- **Los Angeles Conservancy**
- **MOCA**
- **Savoy Homeowners Association**
- **Thomas Properties Group**
- **University of Southern California**
- **Urban Design Working Group**



# Little Tokyo Working Group

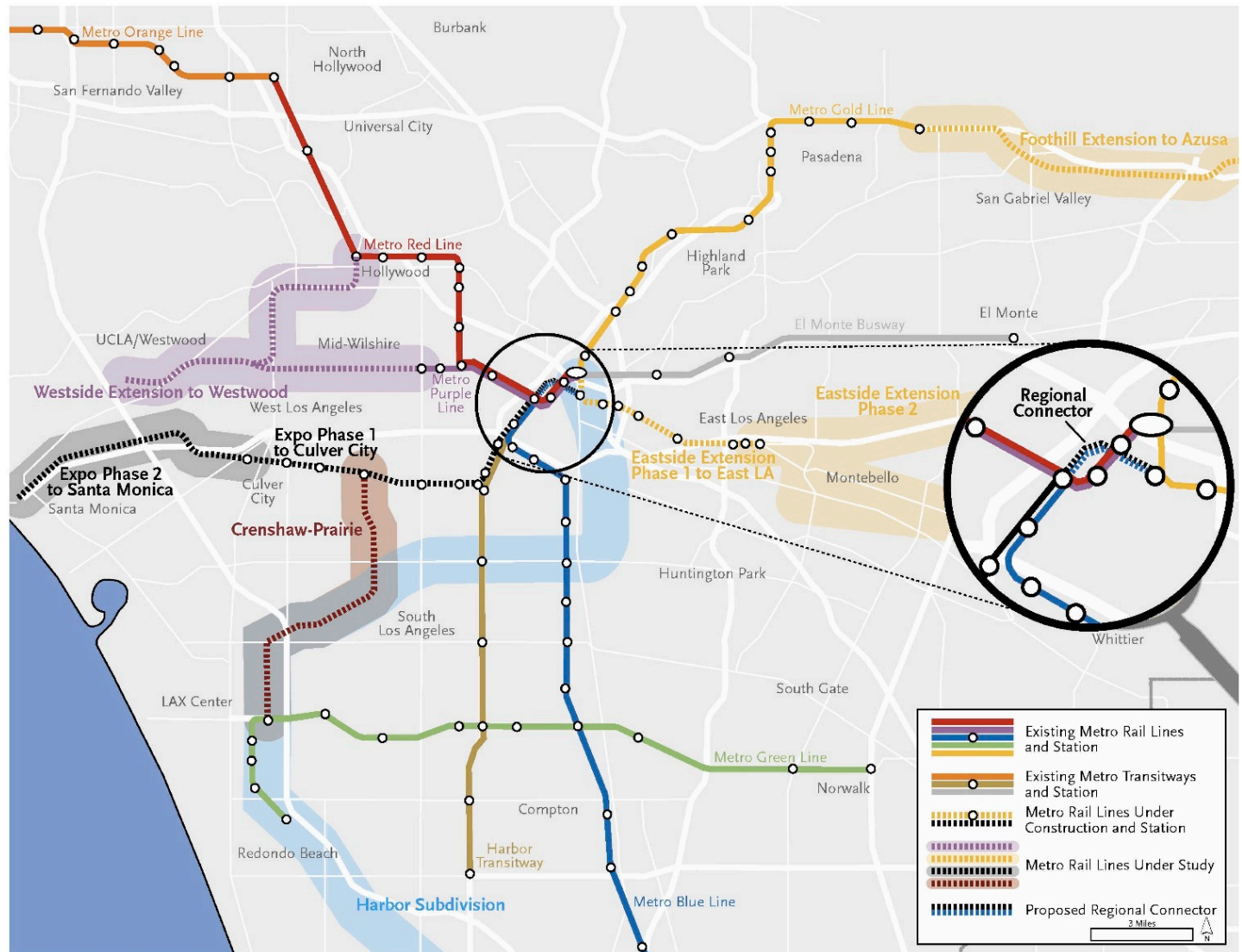
- **Supporting Little Tokyo Community Council**
- **Review and discuss the 4 alternatives**
- **3 meetings have taken place**
  - Discussed at-grade impacts and potential mitigations
- **Remaining meetings to discuss impacts and potential mitigations of the TSM, No-Build and Below-Grade Emphasis alternatives**



# System Overview

Metro approved the Long Range Transportation Plan, October 2009

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



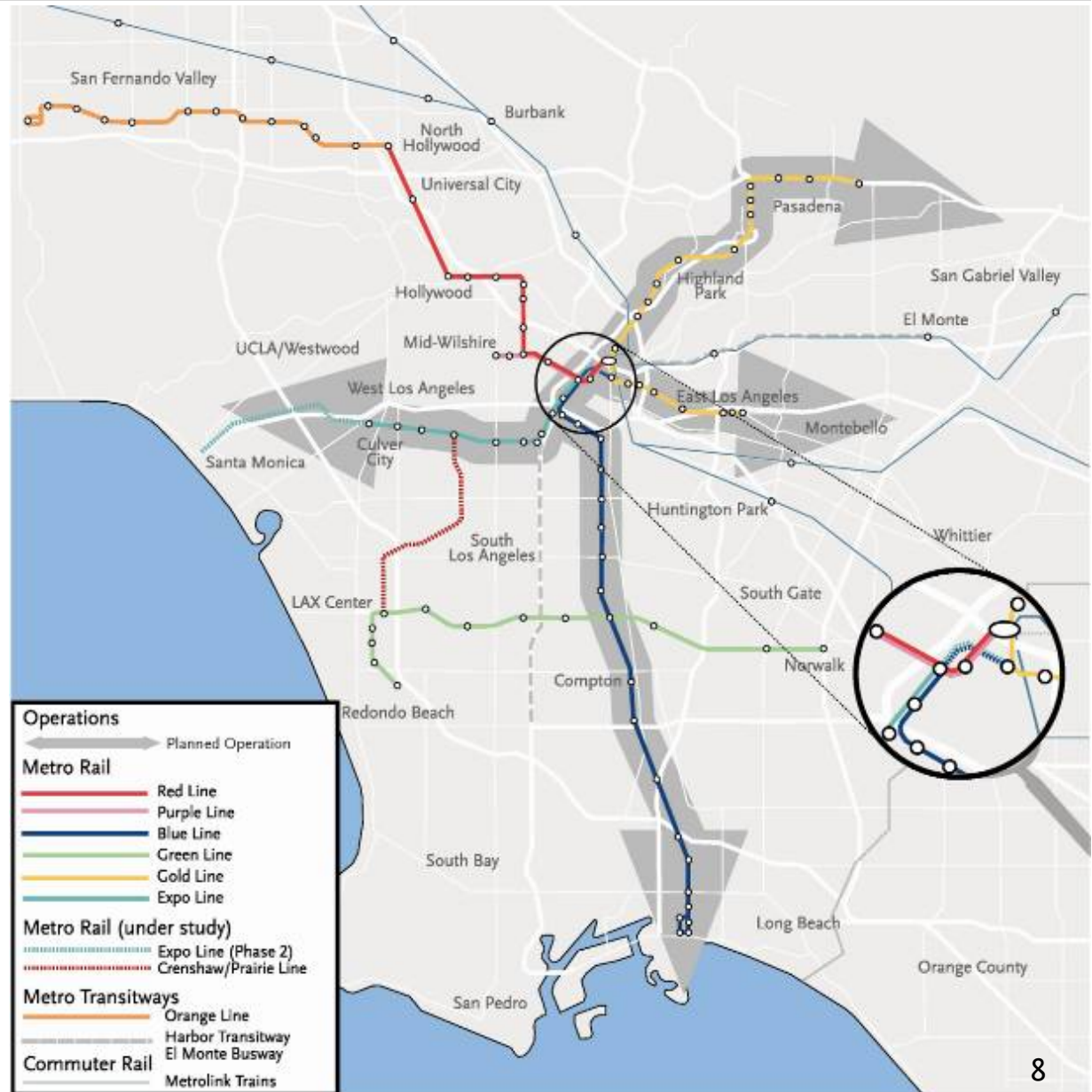
# Purpose & Need

- **LA County Population Growth – Almost 2 million additional people by 2035**
- **Downtown Los Angeles is the largest employment center**
- **5.7 million person-hours of daily delay**
- **Transfers at Union Station and 7<sup>th</sup> Metro can add up to 20 additional minutes to a trip**
- **Payment of transfers adds costs to riders**



# Project Overview

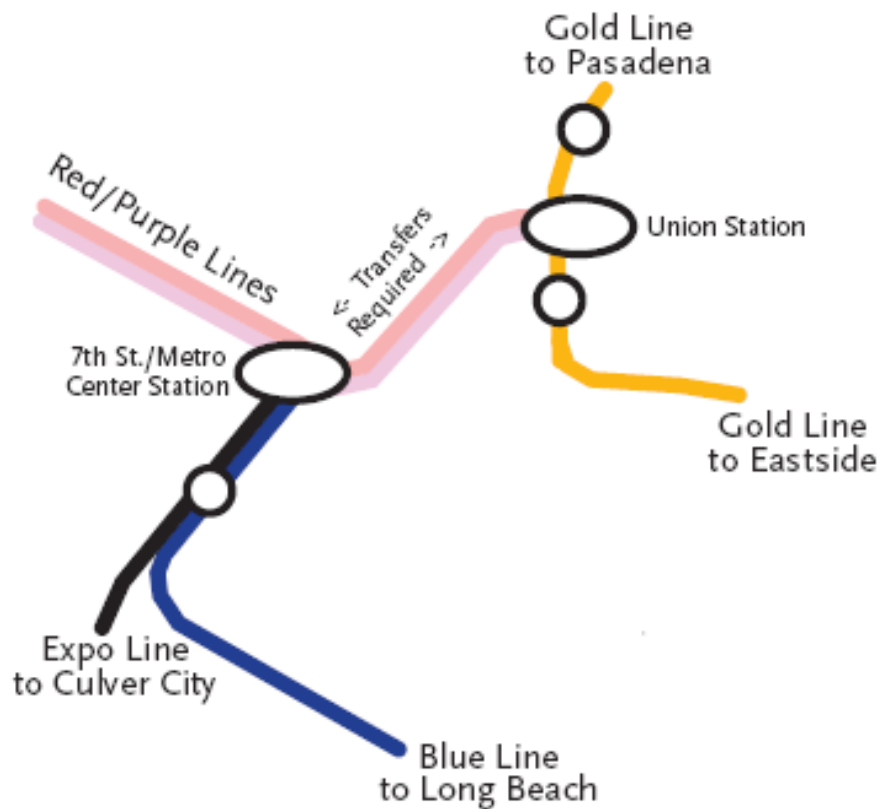
- Connect the Metro Gold Line (Pasadena & Eastside), Metro Expo Line, and Metro Blue Line.
- Provides a “One Seat Ride” for travel across the county on light rail.
- Provides for a sustainable mode of transportation, saving people time and money.





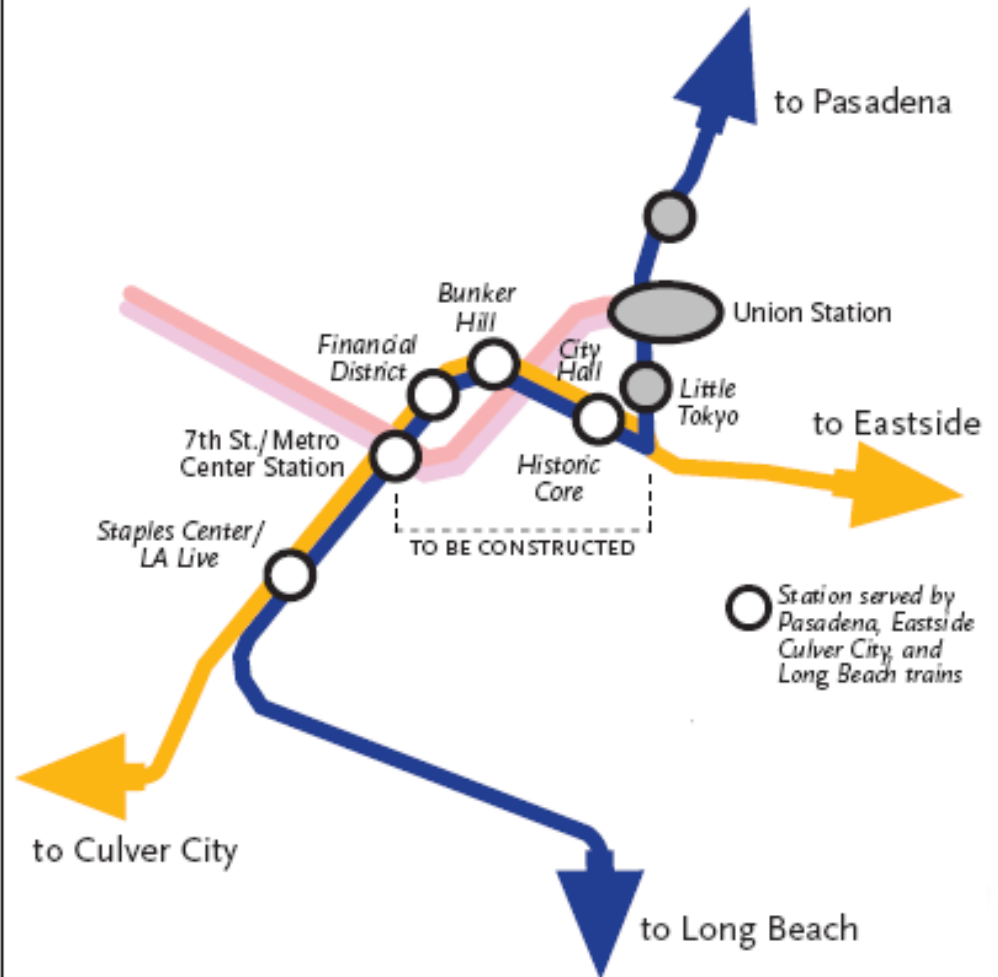
# Project Overview

Operating in 2011



 Metro

Regional Connector  
Constructed





# Project Overview

- **Daily Project Trips - approx. 68,000**
- **Combined Daily Boardings at three new Regional Connector Stations – 15,140**
- **Approximately 17,000 & 6,000 fewer boardings at Union Station and 7<sup>th</sup> Street/Metro Center Station**

# Project Overview

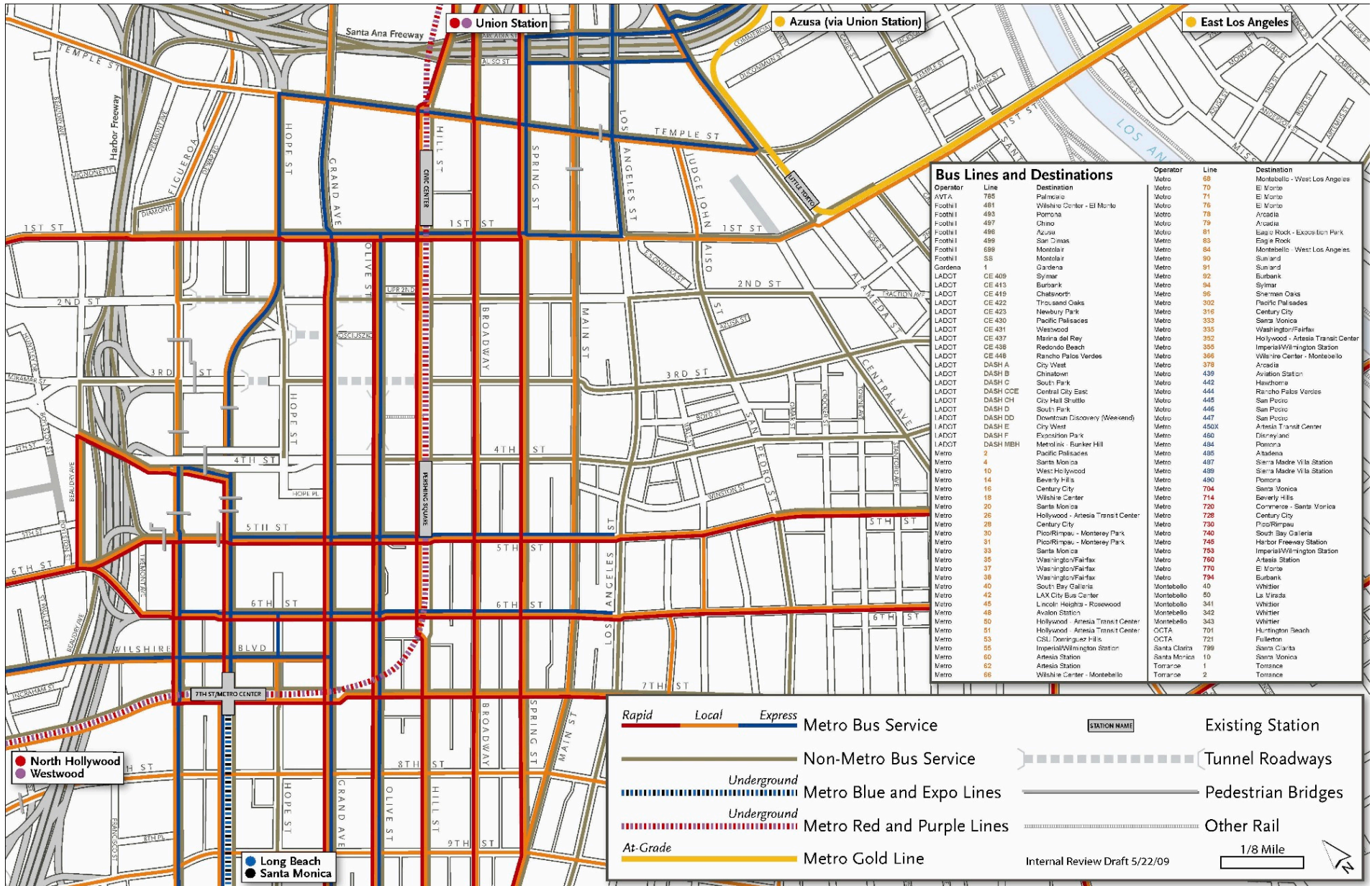
## TRAVEL TIMES

	No-Build*	TSM (via Bus)*	At-Grade Alt.	Underground Alt.
Pomona/Atlantic to Exposition/ USC	44 mins	52 mins	36 mins	31 mins or 30% improvement
Pico to Memorial Park	39 mins	47 mins	36 mins	34 mins or 12.8 % improvement
Washington/ National to 2 <sup>nd</sup> Street	34 mins (to Civic Center)	38 mins	33 mins (to 1 <sup>st</sup> / Los Angeles)	30 mins or 28% improvement

\*Assumes 5 mins for each transfer

# Project Alternatives

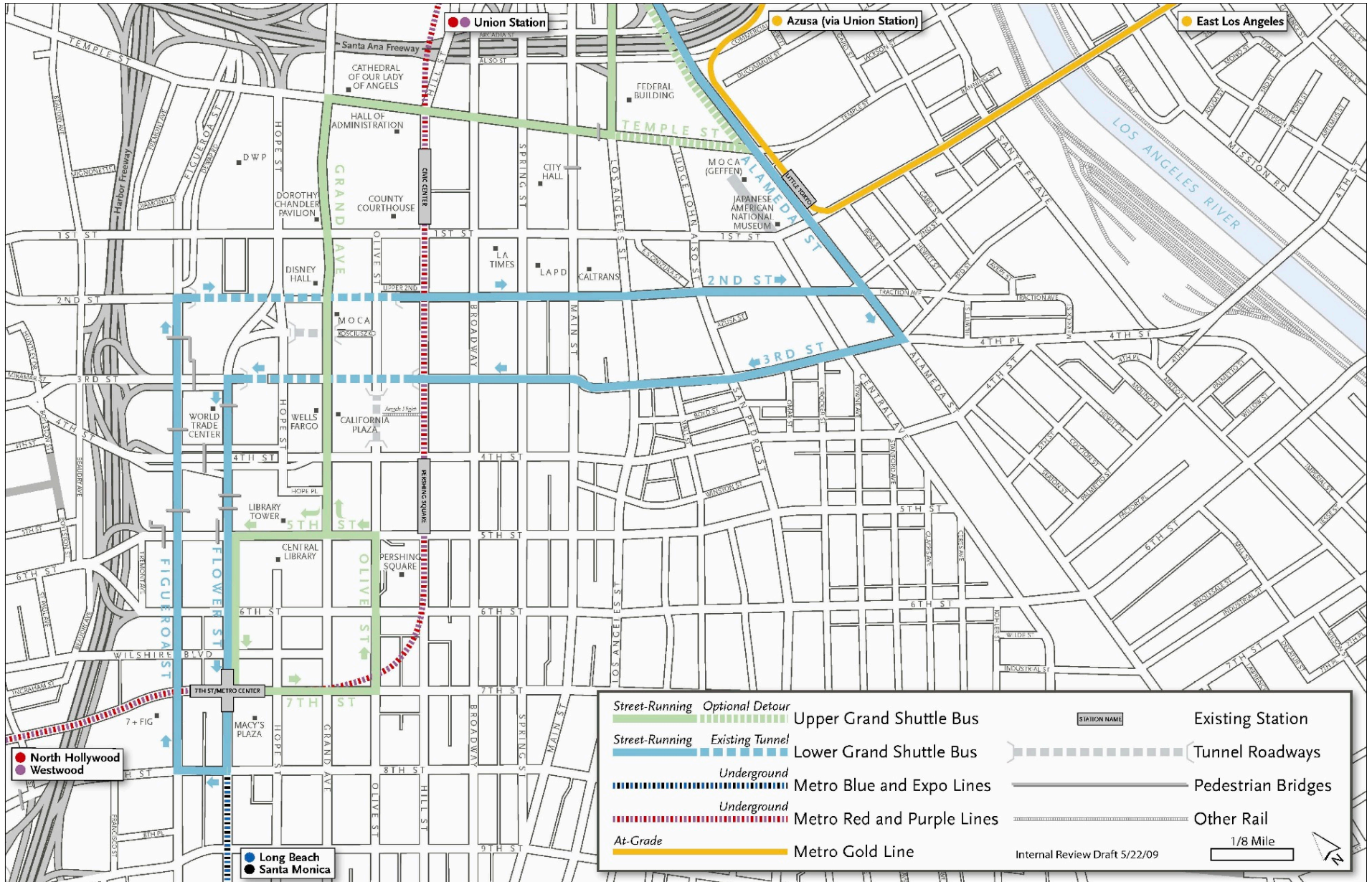
## No Build Alternative





# Project Alternatives

## Transportation System Management (TSM) Alternative

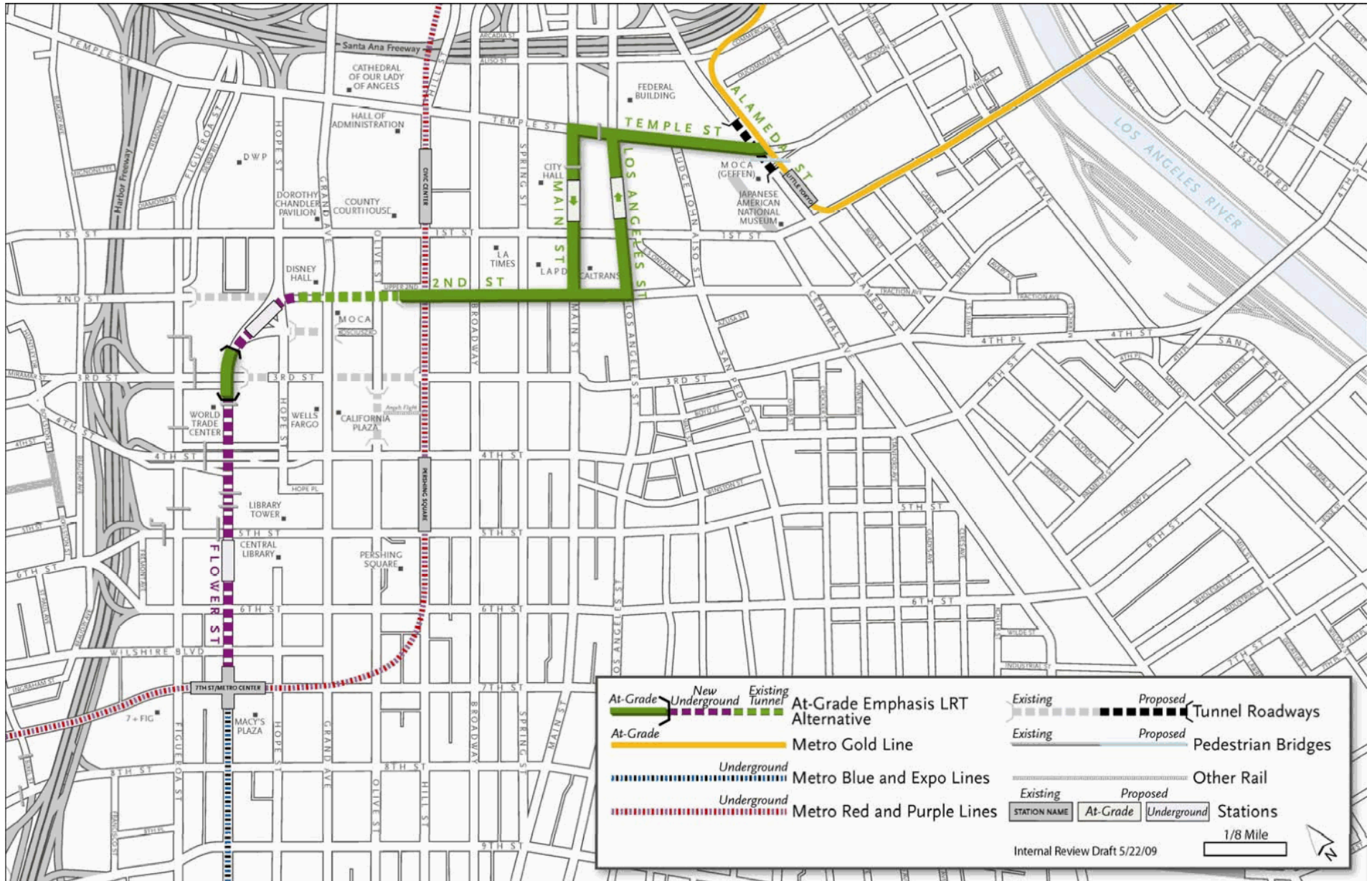


# Project Alternative Details

## At-Grade Emphasis LRT Alternative

# Project Alternatives

## At-Grade Emphasis LRT Alternative





# 2<sup>nd</sup>/Hope Station Area

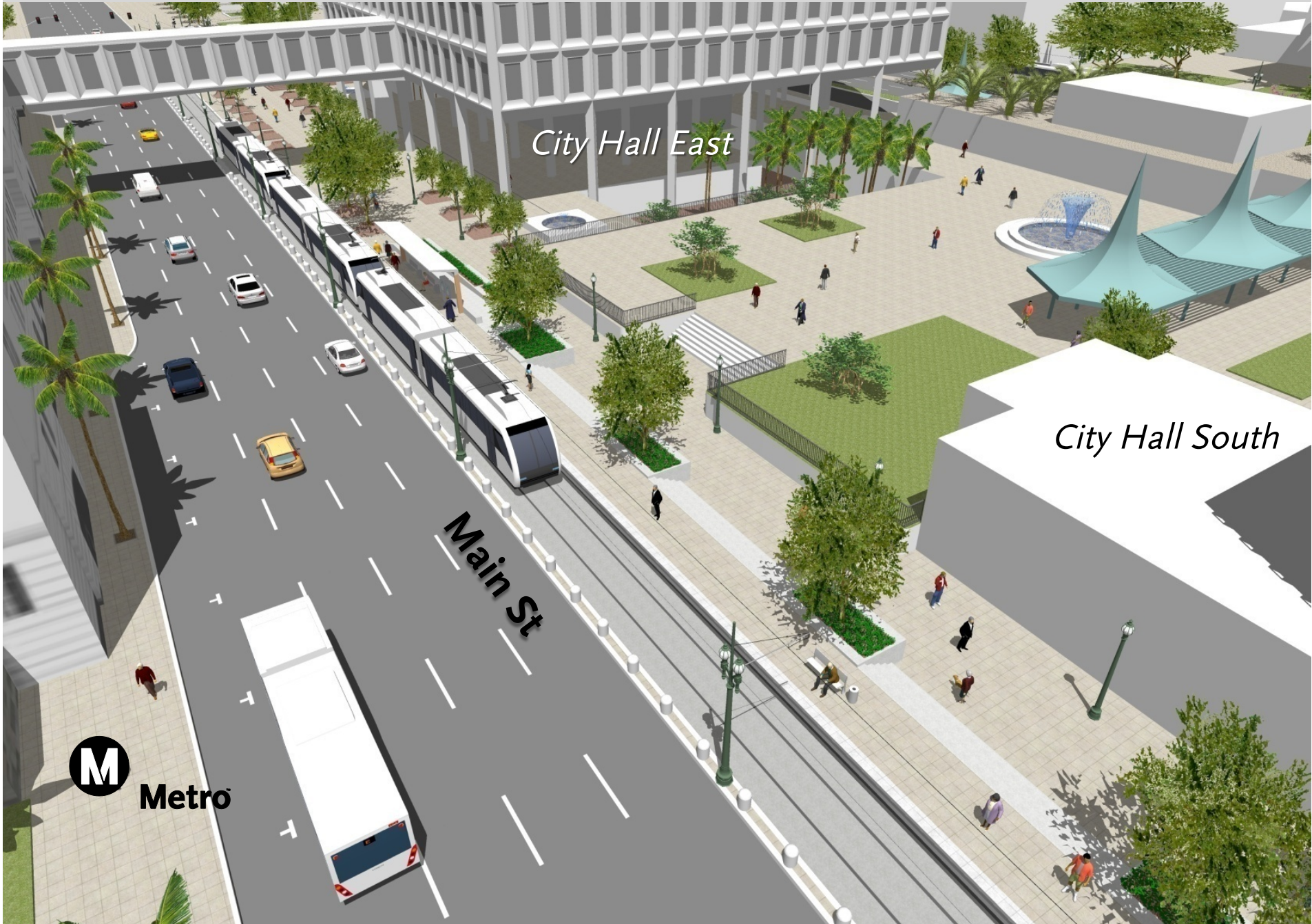
(At-Grade Emphasis LRT Alternative)





# Main & Los Angeles Stations

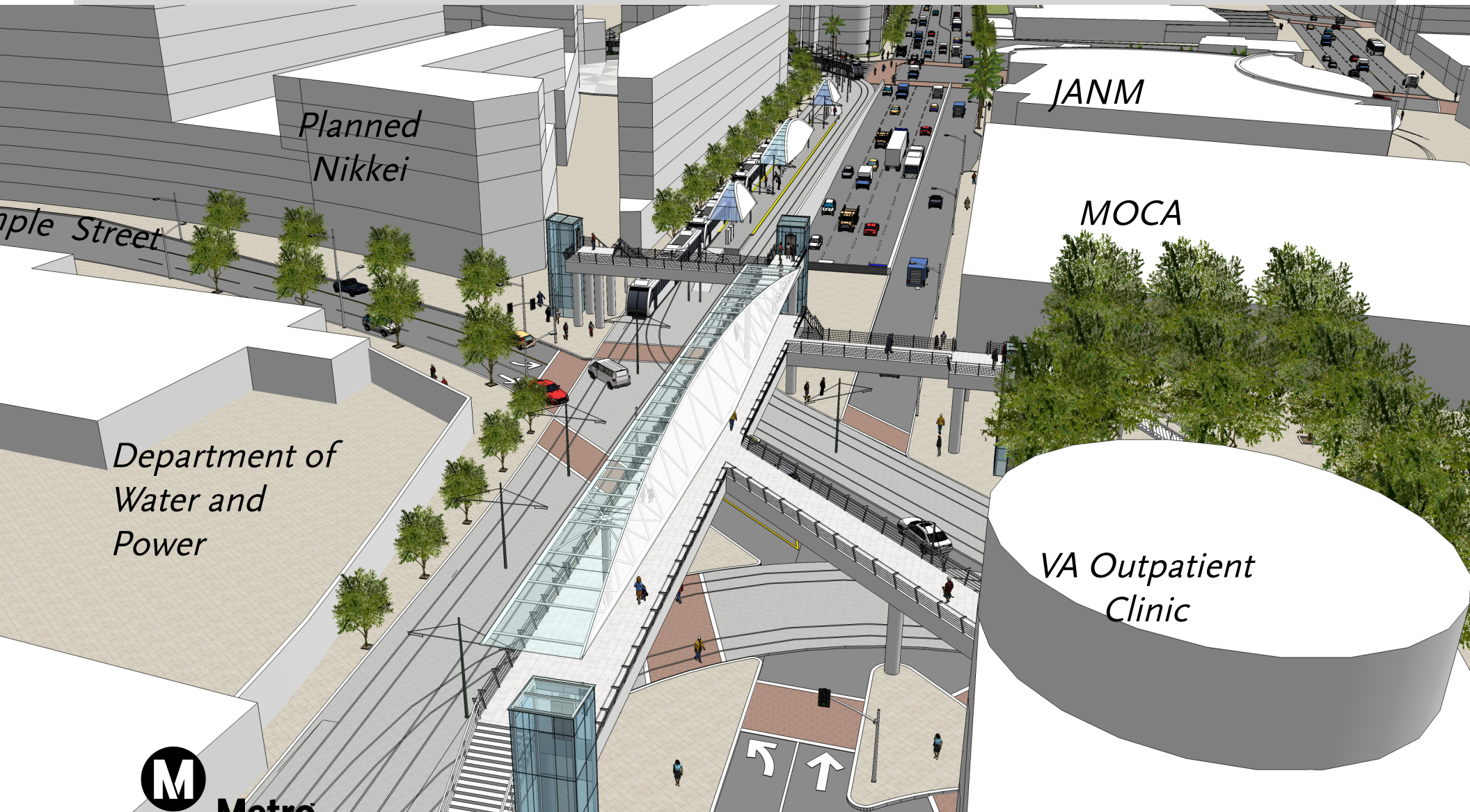
(At-Grade Emphasis LRT Alternative)





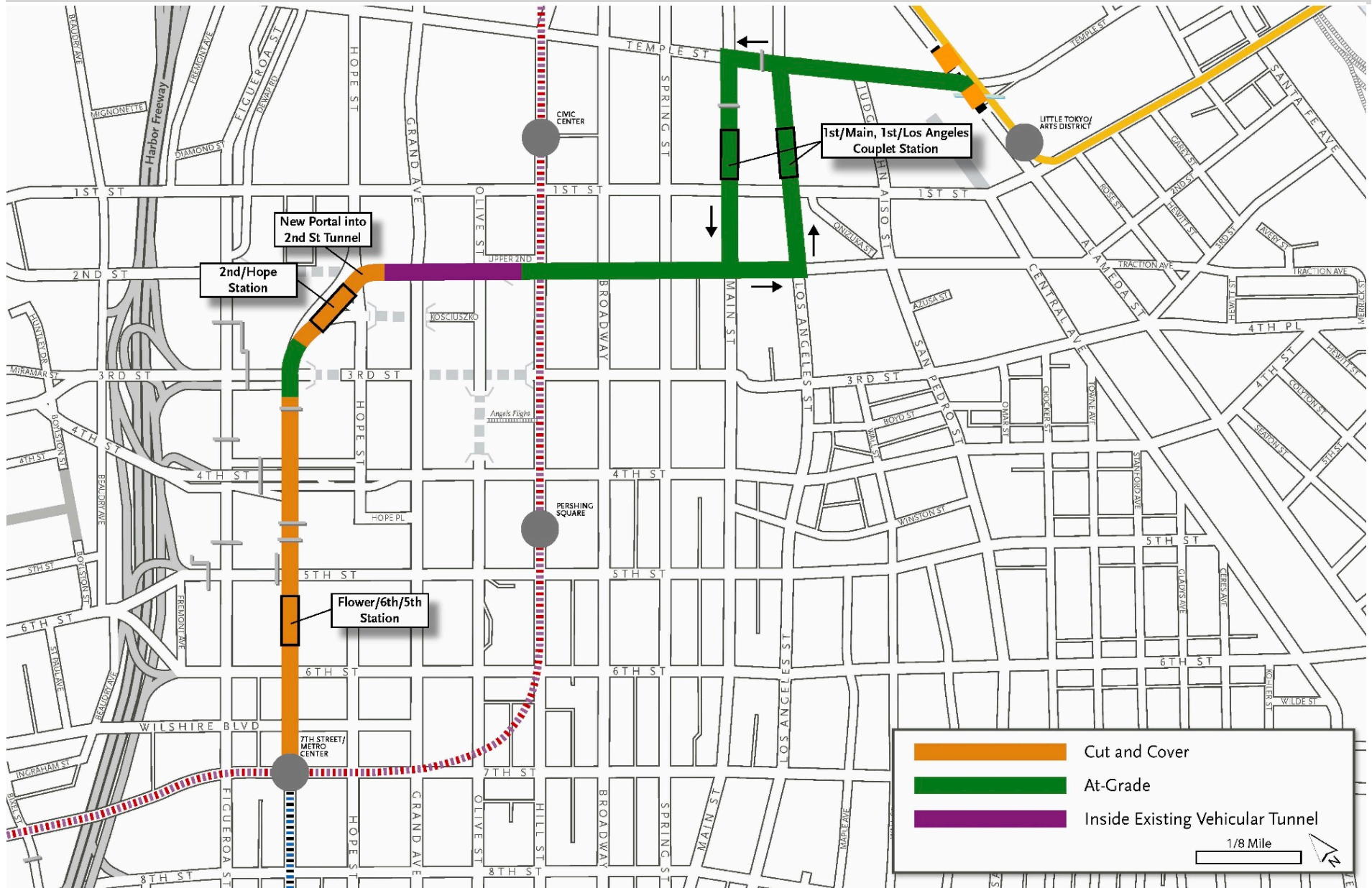
# Temple & Alameda Junction and Underpass

(At-Grade Emphasis LRT Alternative)





# Construction Methods (At-Grade Emphasis LRT Alternative)

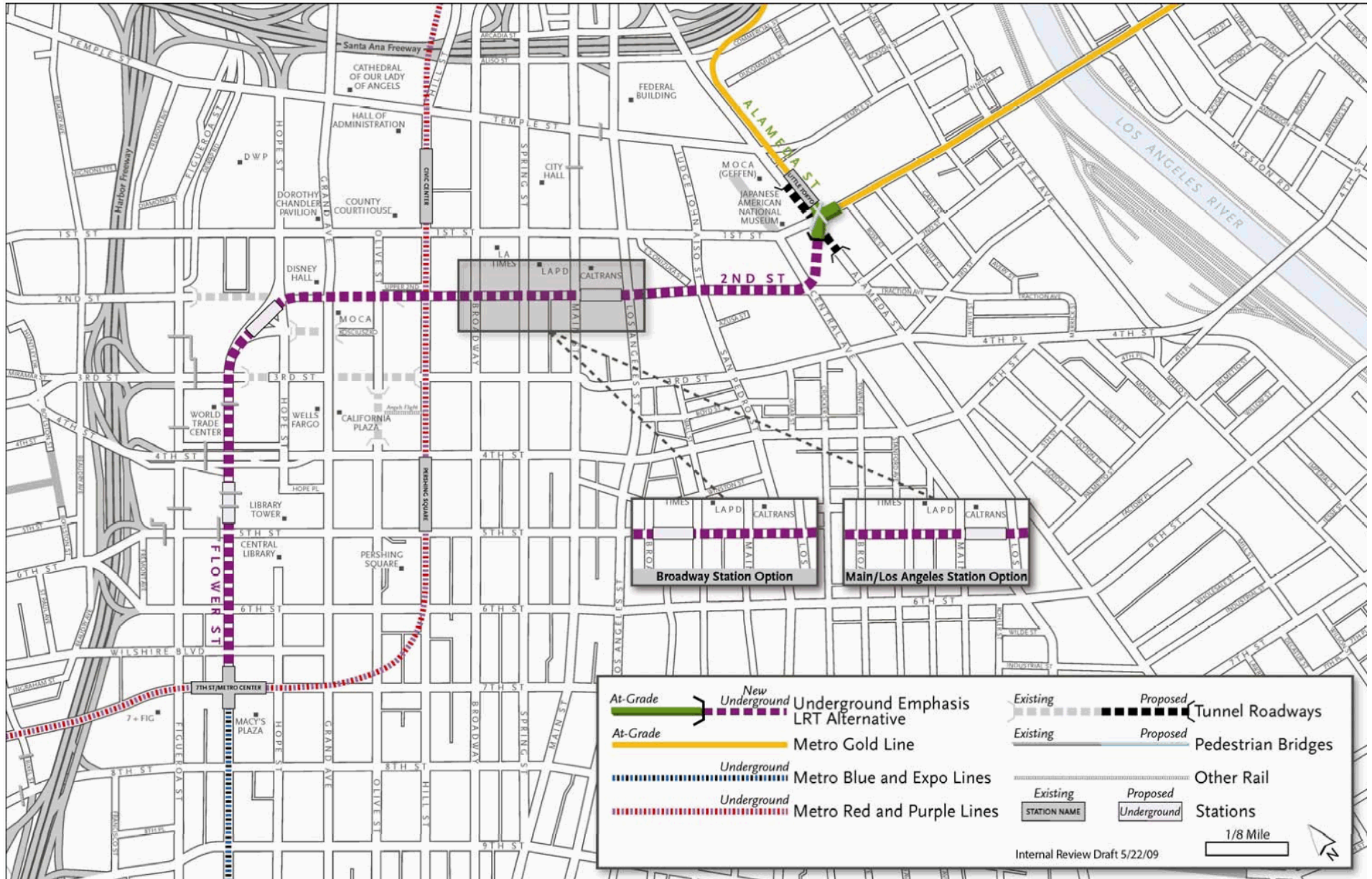


# Project Alternative Details

## Underground Emphasis LRT Alternative

# Project Alternatives

## Underground Emphasis LRT Alternative





# Flower/5<sup>th</sup>/4<sup>th</sup> Station Area

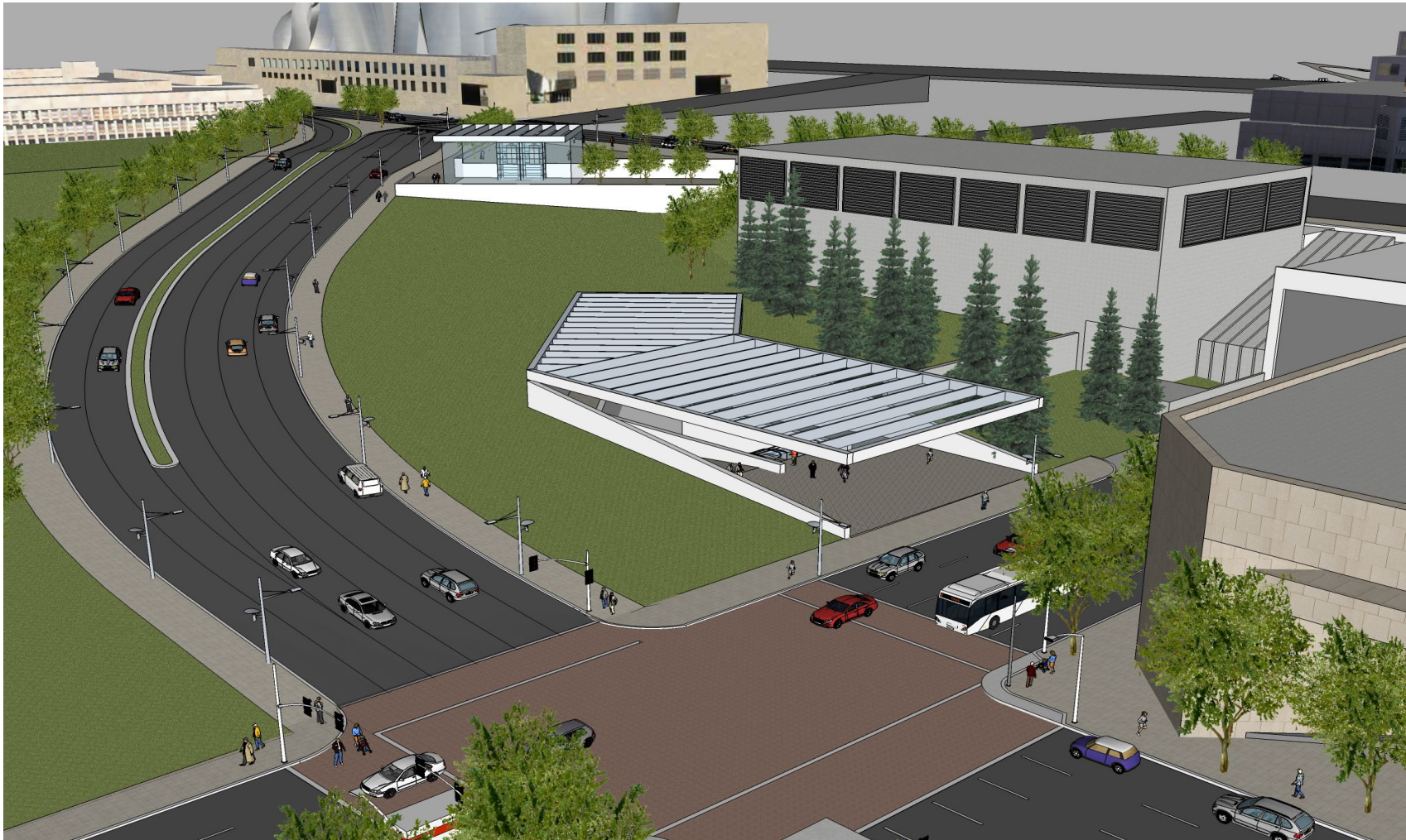
(Underground Emphasis LRT Alternative)





# 2<sup>nd</sup>/Hope Station Area

(Underground Emphasis LRT Alternative)





# 2<sup>nd</sup>/Broadway Station Area

(Underground Emphasis LRT Alternative – Broadway Station Option)

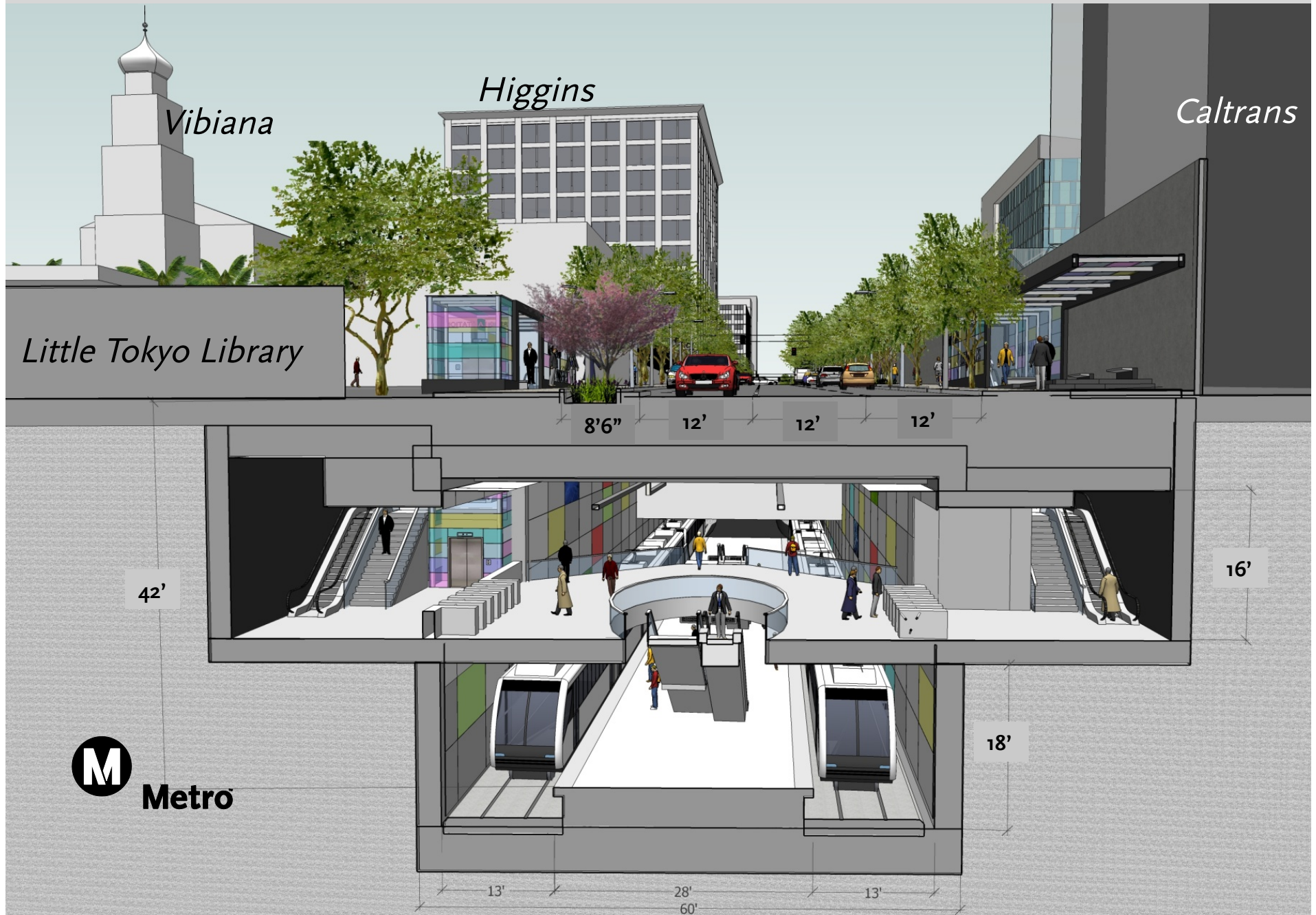


Metro



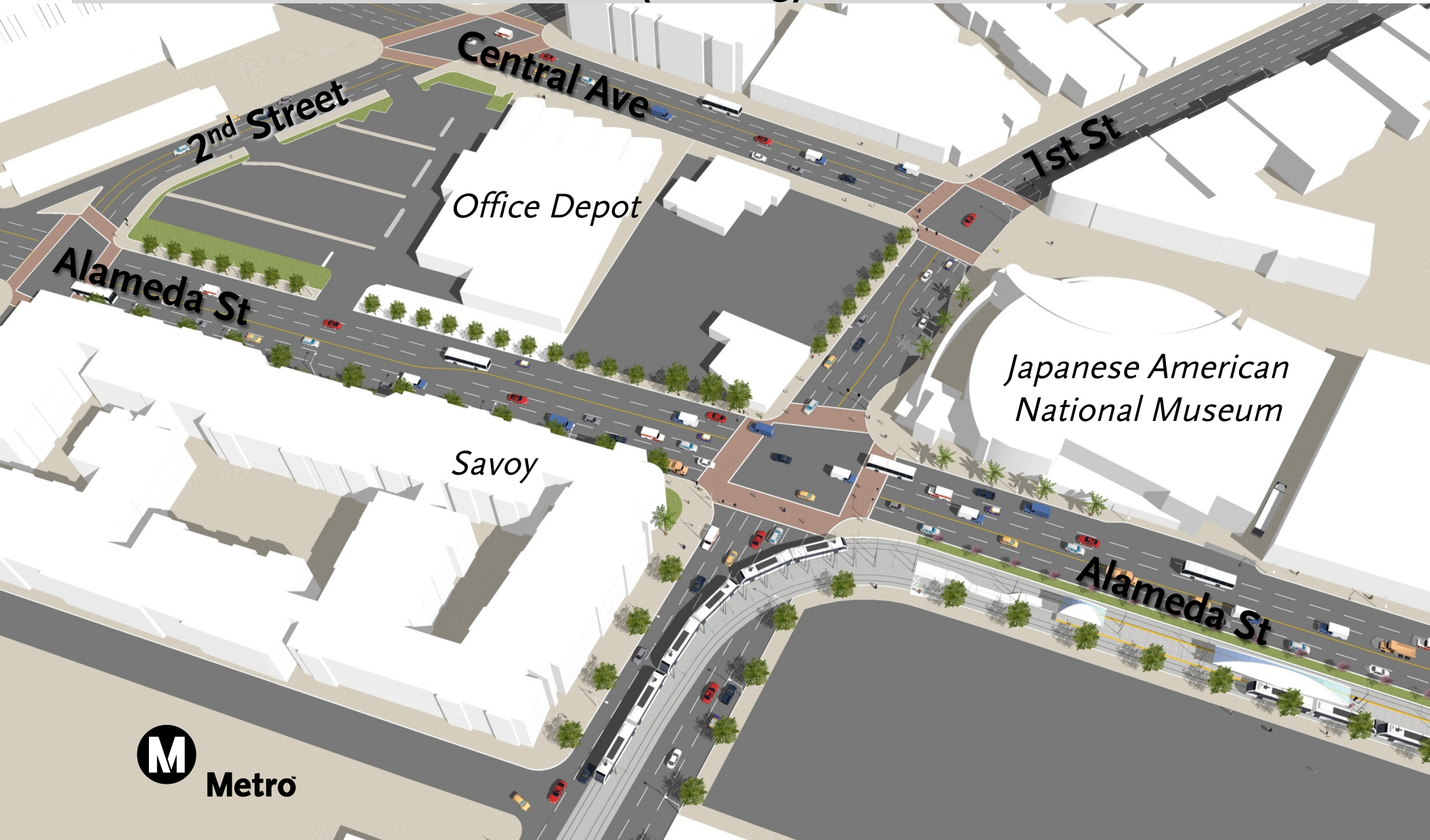
# 2<sup>nd</sup> Street Station Option

(Underground Emphasis LRT Alternative – Main/Los Angeles Station Option)



# Underground Emphasis LRT Alternative

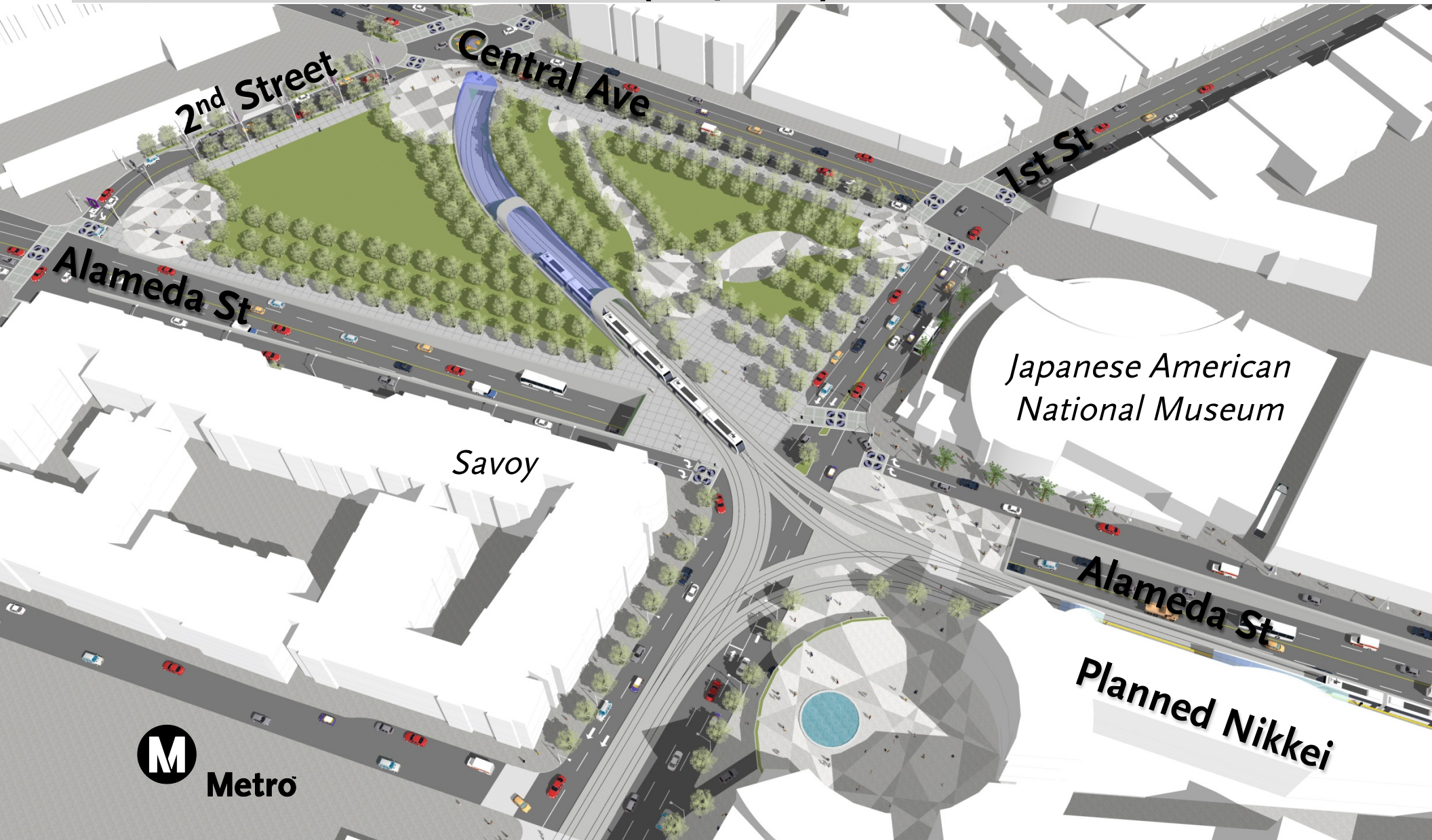
1<sup>st</sup> and Alameda Streets (Existing)





# Underground Emphasis LRT Alternative

1<sup>st</sup> and Alameda Streets (Proposed)



2nd Street

Central Ave

1st St

Alameda St

*Japanese American  
National Museum*

*Savoy*

Alameda St

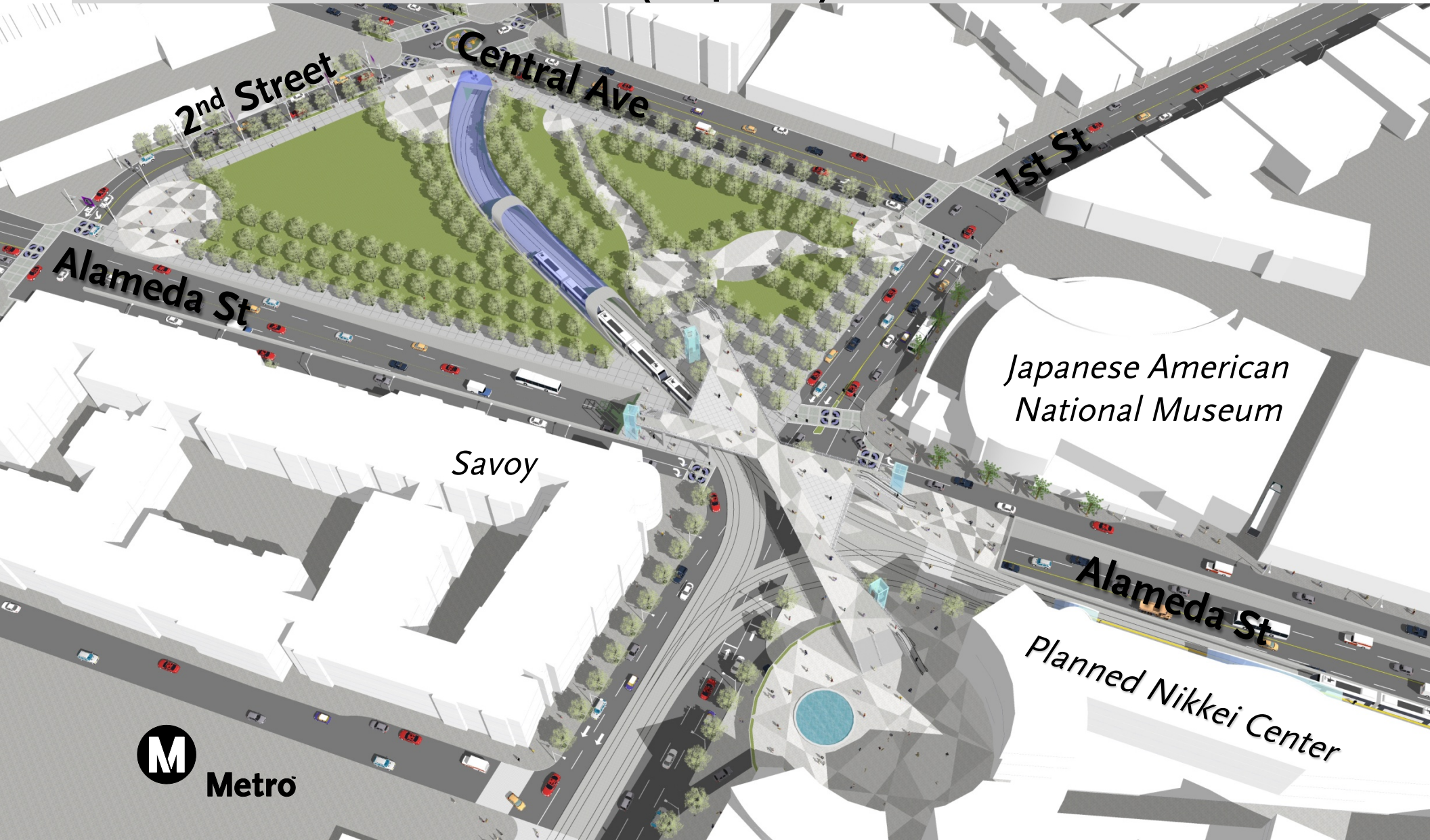
*Planned Nikkei*





# Underground Emphasis LRT Alternative

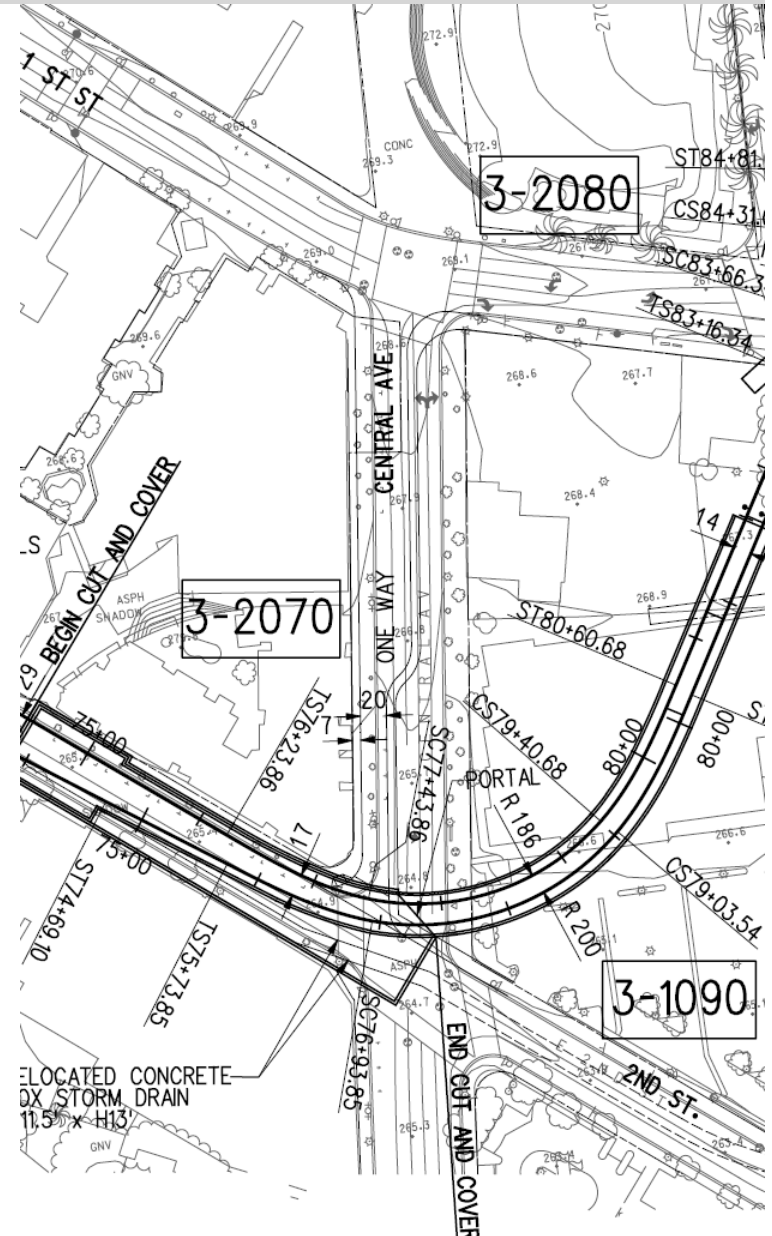
1<sup>st</sup> and Alameda Streets (Proposed)



# Project Refinements

(Underground Emphasis LRT Alternative)

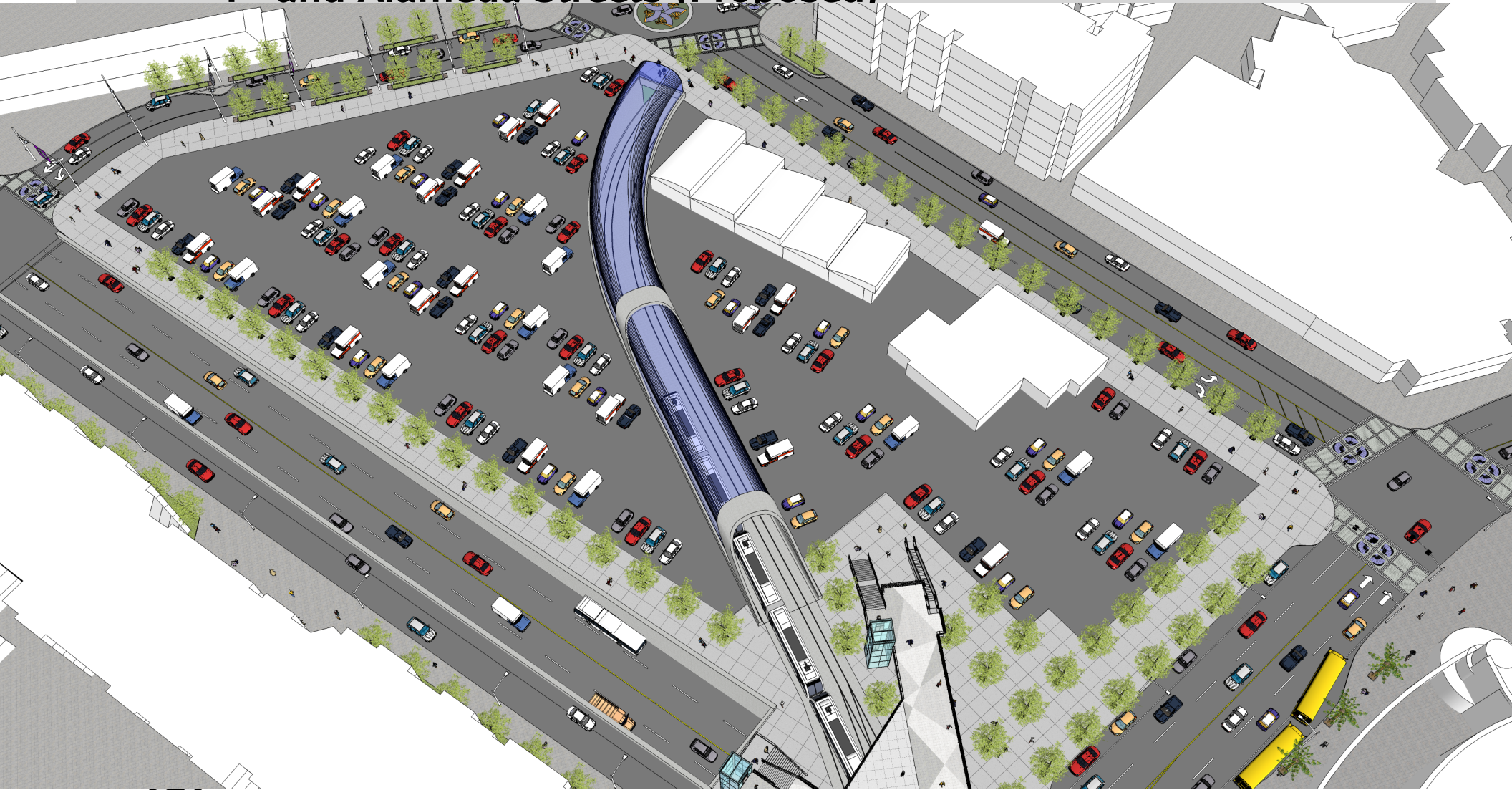
- Central Avenue Reconfiguration Eliminated
- Metro will pursue modest waiver of track grade requirements to keep portal within the “Office Depot” block
- Number properties identified for acquisition at the “Office Depot” block is reduced
- Continue to study possibility of below surface tracks at 1<sup>st</sup> and Alameda Street





# Underground Emphasis LRT Alternative

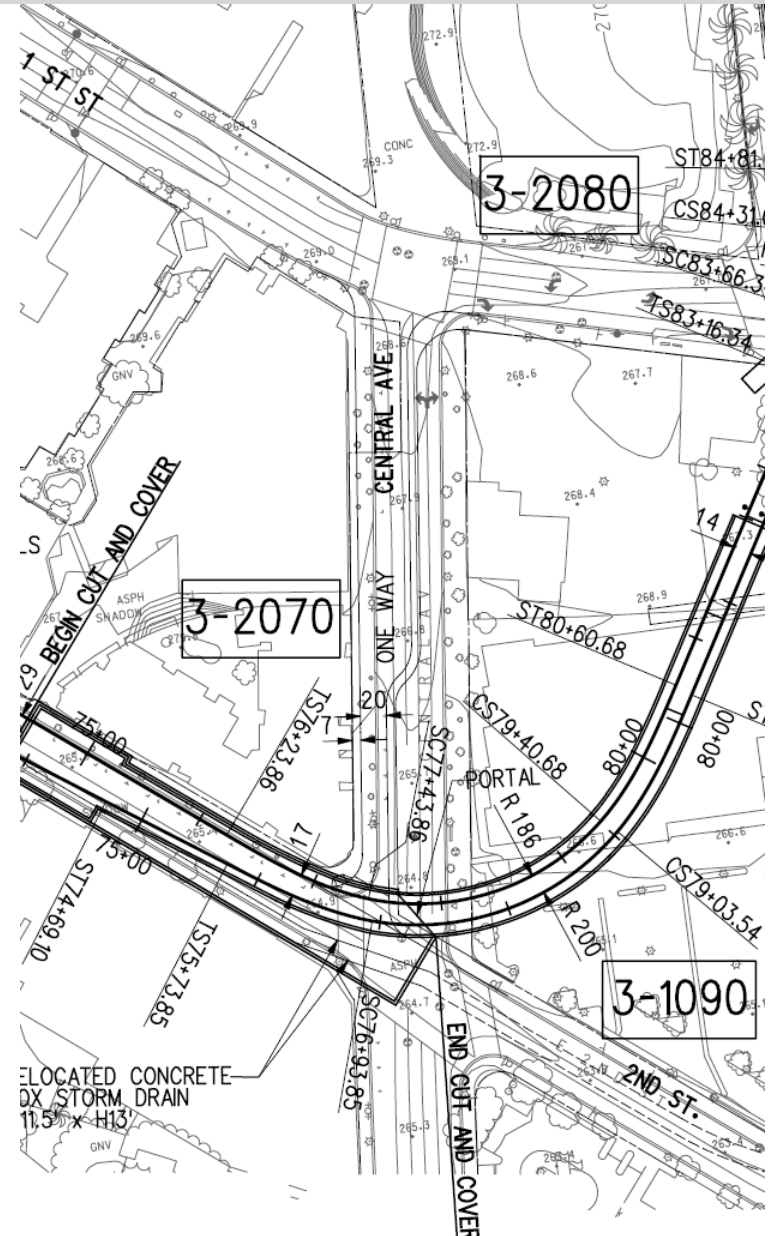
## 1<sup>st</sup> and Alameda Streets (Proposed)



# Project Refinements

(Underground Emphasis LRT Alternative)

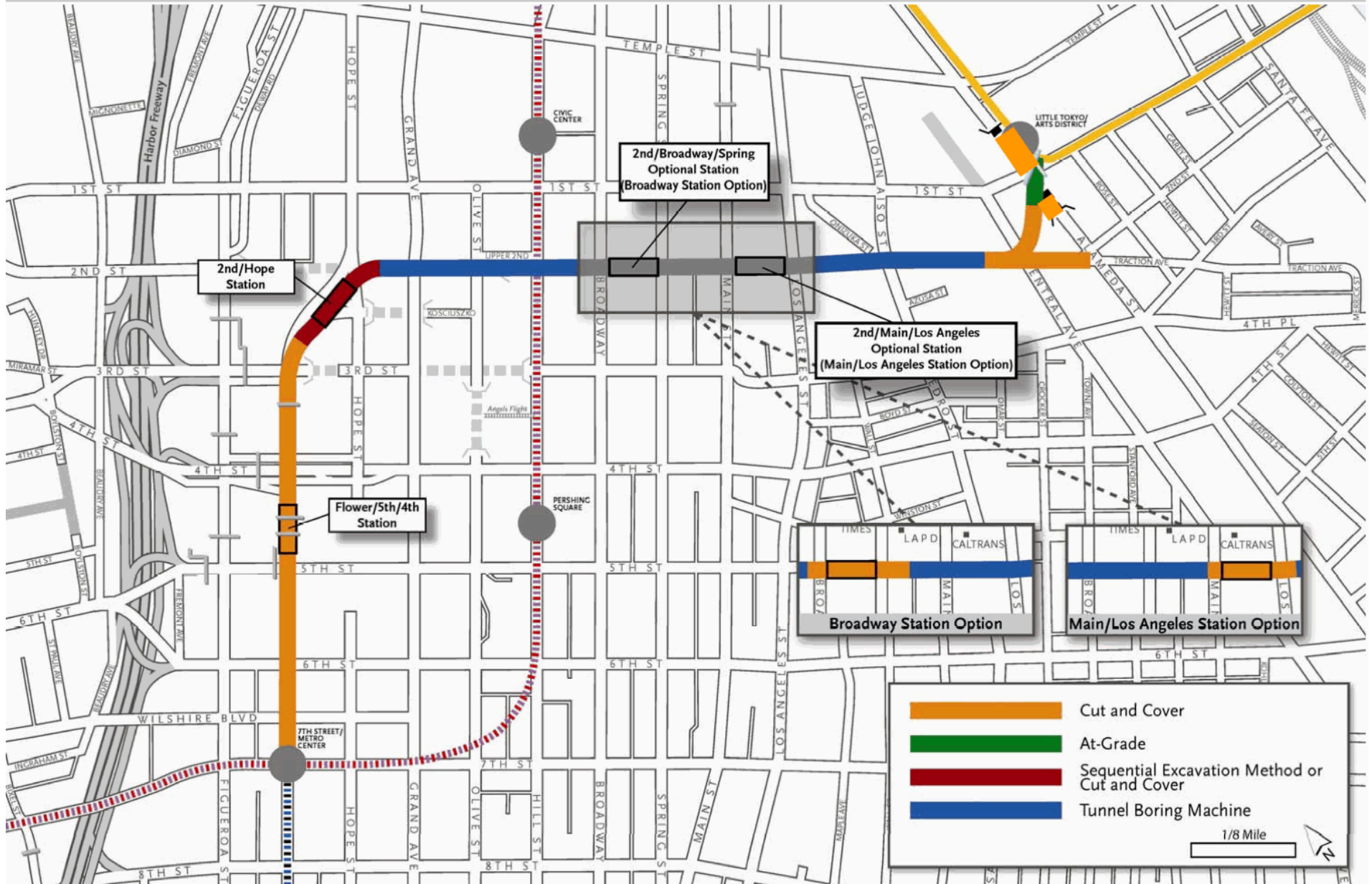
- Pedestrian bridge an option
- Two options for location of area for tunnel excavation and hauling
  - 1). 2<sup>nd</sup>/Hope Street Station site
  - 2). “Office Depot” Site
- Using cut and cover construction for underpasses
- Continue to study opportunities to reduce construction duration





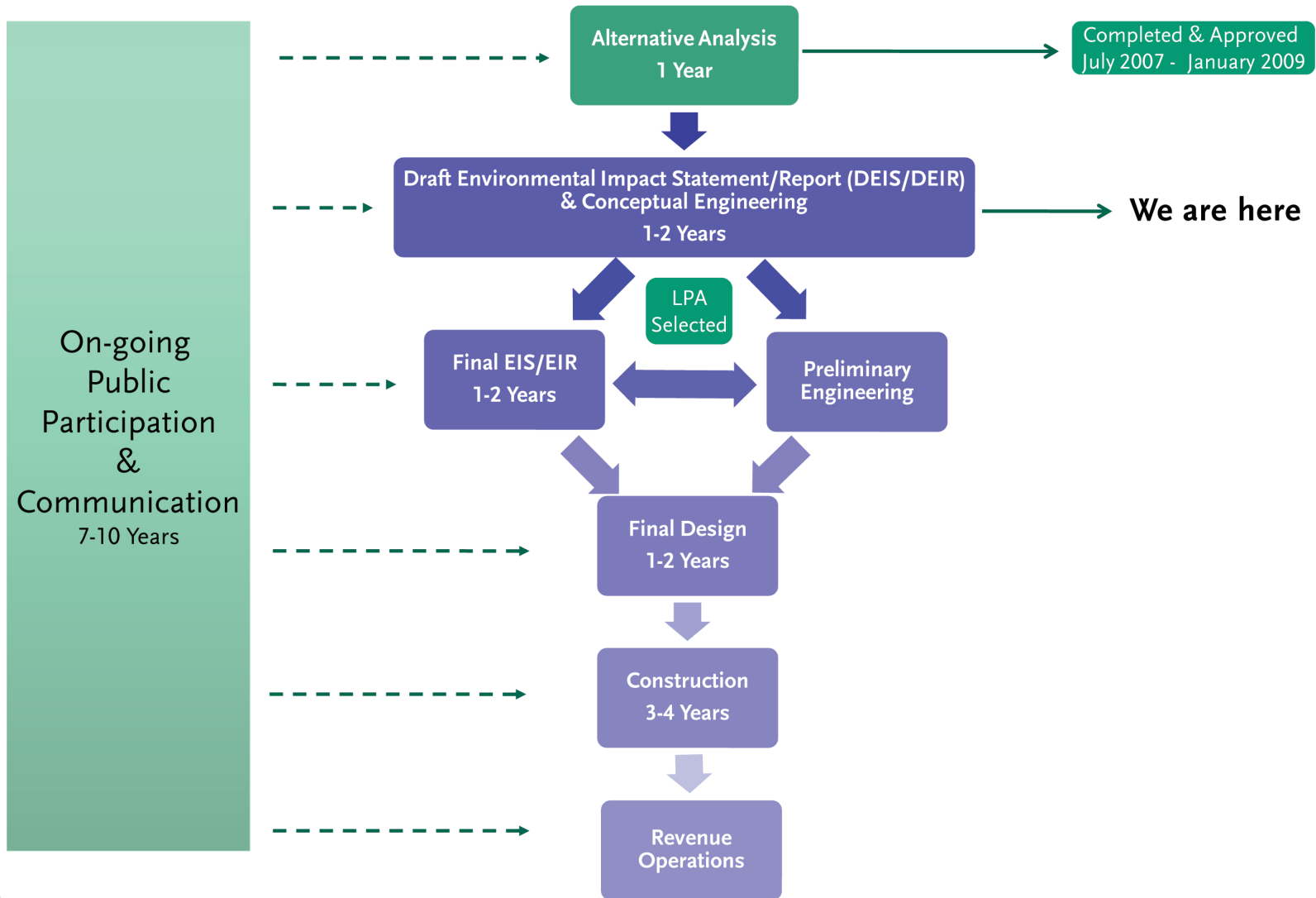
# Construction Methods

## (Underground Emphasis LRT Alternative)





# Project Development Process



# DEIS/DEIR Outreach

- **Meetings/Coordination have occurred with local and state agencies**
- **Stakeholder meetings**
- **Urban Design workshops**
- **Working Group meetings**

# DEIS/DEIR Outreach

- **Update meetings**
  - November 5, Lake Ave Church, Pasadena
  - November 7, Wurlitzer Building, Los Angeles
  - November 10, Los Angeles Central Library
  - November 12, Japanese American National Museum

# What's Next

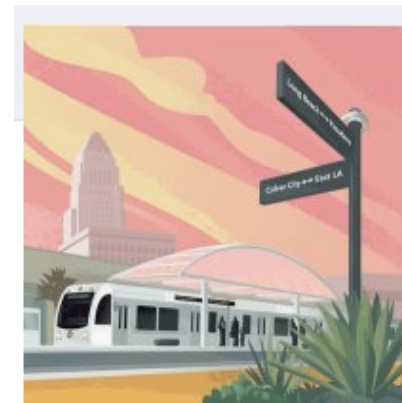
- **Community Update Meetings, Spring 2010**
- **Draft EIS/EIR released, Summer 2010**
- **Public Hearings, Summer 2010**
- **Presentation to Metro Board, Fall 2010**
- **Adoption of LPA, Fall 2010**
- **Final EIS/EIR late Summer 2011**

# More Information

## Metro.net/regionalconnector

The screenshot shows the Metro.net website interface. At the top, there is a green header with the Metro logo and navigation links: NEWS & MEDIA, PROJECTS & STUDIES, BUSINESS INFO, METRO STORE, JOBS, ABOUT US, and METRO TRIP PLANNER. A search bar is also present. Below the header, the main content area is titled "Regional Connector Transit Corridor". It features an illustration of a light rail train at a station. To the right of the illustration is a sidebar with a list of links: Maps, Meetings, Latest News, Fact Sheets, Meeting Presentations, and Reports. Below the sidebar is a "Contact Us" section with a "Comment/Question Form" and contact information for Dolores Royal Sabareli, Project Manager. The main text area contains several paragraphs of text describing the project and its funding.

## Facebook: Regional Connector Transit Corridor Project



[Message All Members](#)

[Promote Group with an Ad](#)

[Edit Group Settings](#)

[Edit Members](#)

[Invite People to Join](#)

[Create Group Event](#)

[Leave Group](#)



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

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Community Update Meeting No. 1  
Meeting Announcements, Advertisements, and  
Notifications**







## Regional Connector Draft EIS/R Project

### Community Update Meetings

#### Save the Date

Metro is currently developing a Draft Environmental Impact Study and Report (Draft EIS/R) for the Regional Connector Transit Corridor project. This project is studying transportation alternatives to connect the Blue Line to the Gold Line, thereby expanding Metro's LRT system, relieving station congestion, and improving transit times. The study began in Spring 2009 with formal Public Scoping meetings to provide the public an opportunity comment as the project proceeds into in-depth analysis of the alternatives. Since then, Metro has been reviewing community feedback received at these meetings, conducting ongoing technical study and analysis, as well as meeting with stakeholders on a regular basis.

The purpose of the upcoming community update meetings is to provide the public with an update on the status of the project, discuss what we heard at the scoping and stakeholder meetings, and to present the findings of the technical studies to date.

Thursday, November 5, 2009; 6:30 p.m. to 8 p.m.  
Lake Avenue Church  
393 N Lake Ave, Pasadena

Saturday, November 7, 2009; 10 a.m. to Noon  
Wurlitzer Building  
818 S Broadway, Los Angeles

Tuesday, November 10, 2009; Noon to 1:30 p.m.  
Board Room, Los Angeles Central Library  
630 W 5th St, Los Angeles

Thursday November 12, 2009; 2 p.m. to 3:30 p.m. AND 6:30 p.m. to 8 p.m.  
Japanese American National Museum (JANM)  
369 E 1st St, Los Angeles

Identical information will be presented at each meeting. Please plan to attend the meeting that best accommodates your schedule.

For additional information or questions, please visit the Regional Connector Transit Corridor study website at [metro.net/regionalconnector](http://metro.net/regionalconnector) or contact the project information line at 213.922.7277. The project is also on Facebook, under Regional Connector Transit Corridor Study.

Thank you for your continued involvement in planning the Regional Connector through Downtown Los Angeles that will provide mobility benefits to the entire region.

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Gracias por su continua participación en la planificación del Conector Regional – una conexión de tren ligero a través del Centro de Los Angeles que proporcionará beneficios de movilidad a la región entera.

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



**Metro**

One Gateway Plaza  
99-8-2  
Los Angeles, CA 90012

Help us plan the  
Regional Connector.

[metro.net](http://metro.net)

Ayúdenos a planear el Conector Regional  
¡- Help us plan the Regional Connector



**Metro**

10-0126CM ©2009 SACTA

You are invited to attend a community meeting to update you on Metro's progress with this project.

In March and April, Metro held four Scoping Meetings to obtain public input as part of the DEIS/R. Based on feedback you provided during the scoping process and more detailed technical study, Metro would now like to share some of the results of our ongoing analysis.

For additional information on the Regional Connector, please visit our project website at [metro.net/regionalconnector](http://metro.net/regionalconnector) or call the project information line at 213.922.7277.

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

Content presented at each meeting will be identical.

All locations are accessible by public transit.

**ADA Requirements:**

Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations must be made at least 3 working days (72 hours) in advance of the scheduled meeting date. Metro's TDD line is 800.252.9040. The project information line is 213.922.7277.

Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

Está invitado a asistir a una reunión comunitaria para proporcionarle una actualización sobre el progreso de Metro en este proyecto.

En marzo y abril, Metro llevó a cabo cuatro reuniones de alcance para obtener sugerencias del público como parte del DEIS/R. Basados en las opiniones que proporcionaron durante el proceso de alcance y un estudio técnico más detallado, Metro quisiera compartir ahora algunos de los resultados de nuestro continuo análisis.

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

**jueves 5 de noviembre de 2009, 6:30 a 8pm**

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**sábado 7 de noviembre de 2009**

10 am a mediodía  
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**martes 10 de noviembre de 2009**

mediodía a 1:30pm  
Los Angeles Central Library, Board Room  
630 W 5th St, Los Angeles

**jueves 12 de noviembre de 2009**

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

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

**Requerimientos ADA:** Comodidades especiales están disponibles para el público asistente a las reuniones patrocinadas por Metro. Peticiones para adaptaciones razonables deben ser sometidas por lo menos 3 días laborables (72 horas) antes de la fecha programada para la reunión. Por favor llame a la línea de información sobre el proyecto al 213.922.7277. Nuestra línea TDD es 800.252.9040.

Metro y la administración de tránsito federal (FTA) estarán preparando un documento en conjunto que cumple con los requerimientos de la ley de política ambiental nacional (NEPA) y la ley de calidad ambiental de California (CEQA).

Thank you for your continued involvement in planning the Regional Connector through Downtown Los Angeles that will provide mobility benefits to the entire region.

The Regional Connector Transit Corridor Draft Environmental Impact Statement/Report (DEIS/R) is examining potential alternatives to create a Light Rail Transit link between the existing Gold and Blue Line systems, the Gold Line Eastside Extension and the Exposition Line. Once completed, transit riders would enjoy increased transit connections throughout the entire system. The DEIS/R includes the review of the possible effects of the project and alternatives on the project study area.

JAPANESE

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# Help us plan the Regional Connector.

Join us for a community meeting.



Metro

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Japanese: Help us plan the Regional Connector.



Metro

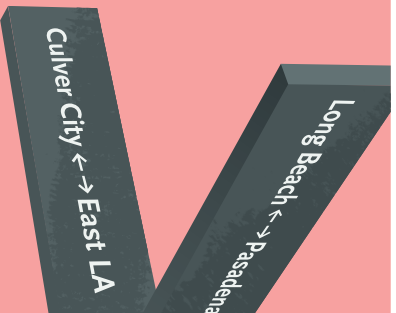


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**Requerimientos ADA:** Comodidades especiales están disponibles para el público asistente a las reuniones patrocinadas por Metro. Peticiones para adaptaciones razonables deben ser sometidas por lo menos 3 días laborables (72 horas) antes de la fecha programada para la reunión. Por favor llame a la línea de información sobre el proyecto al 213.922.7277. Nuestra línea TDD es 800.252.9040.

Metro y la administración de tránsito federal (FTA) estarán preparando un documento en conjunto que cumple con los requerimientos de la ley de política ambiental nacional (NEPA) y la ley de calidad ambiental de California (CEQA).

You are invited to attend a community meeting to update you on Metro's progress with this project.

In March and April, Metro held four Scoping Meetings to obtain public input as part of the DEIS/R. Based on feedback you provided during the scoping process and more detailed technical study, Metro would now like to share some of the results of our ongoing analysis.

For additional information on the Regional Connector LRT, please visit our project website at [metro.net/regionalconnector](http://metro.net/regionalconnector) or call the project information line at 213.922.7277.

**Thursday, November 5, 2009, 6:30 - 8pm**

Lake Avenue Church  
393 N Lake Av, Pasadena

**Saturday, November 7, 2009, 10am - noon**

Wurlitzer Building  
818 S Broadway, Los Angeles

**Tuesday, November 10, 2009, noon - 1:30pm**

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

**Thursday, November 12, 2009, 2pm - 3:30pm and 6:30 - 8pm**

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

Content presented at each meeting will be identical.

All locations are accessible by public transit.

**ADA Requirements:** Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations must be made at least 3 working days (72 hours) in advance of the scheduled meeting date. Metro's TDD line is 800.252.9040. The project information line is 213.922.7277.

Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).



# Regional Connector Transit Corridor

## *Project Update Meetings*

### **You are invited to a Metro project update on the Regional Connector Transit Corridor Study.**

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

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**Metro**<sup>™</sup>

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Community Update Meeting No. 2**

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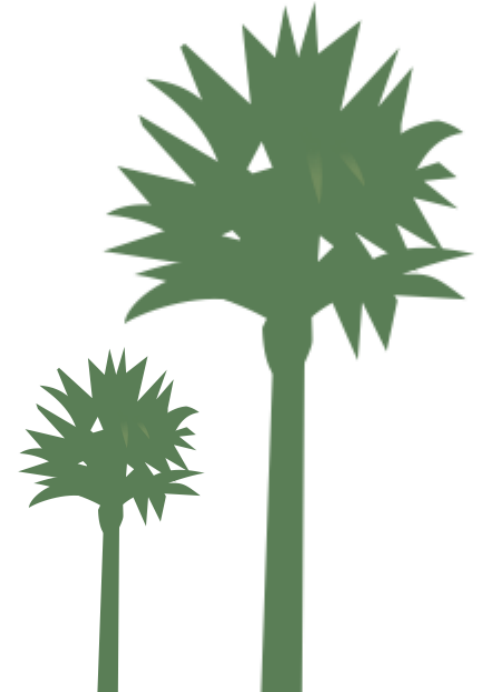
# Regional Connector Transit Corridor

*Community Update Meetings – April 2010*



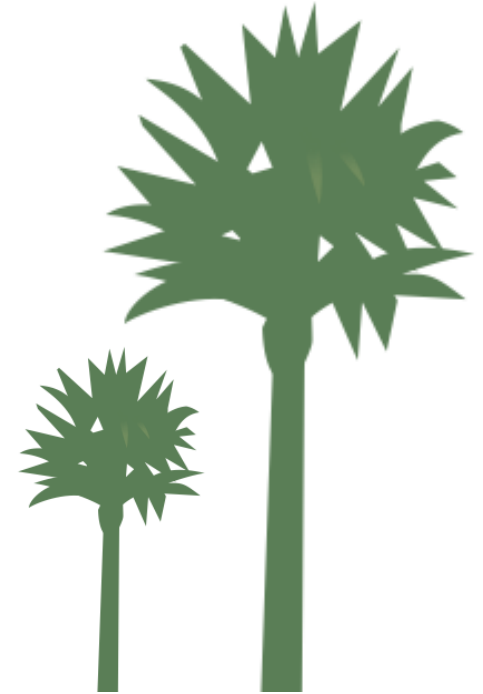
# Today's Agenda

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



# Community Update Meetings

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

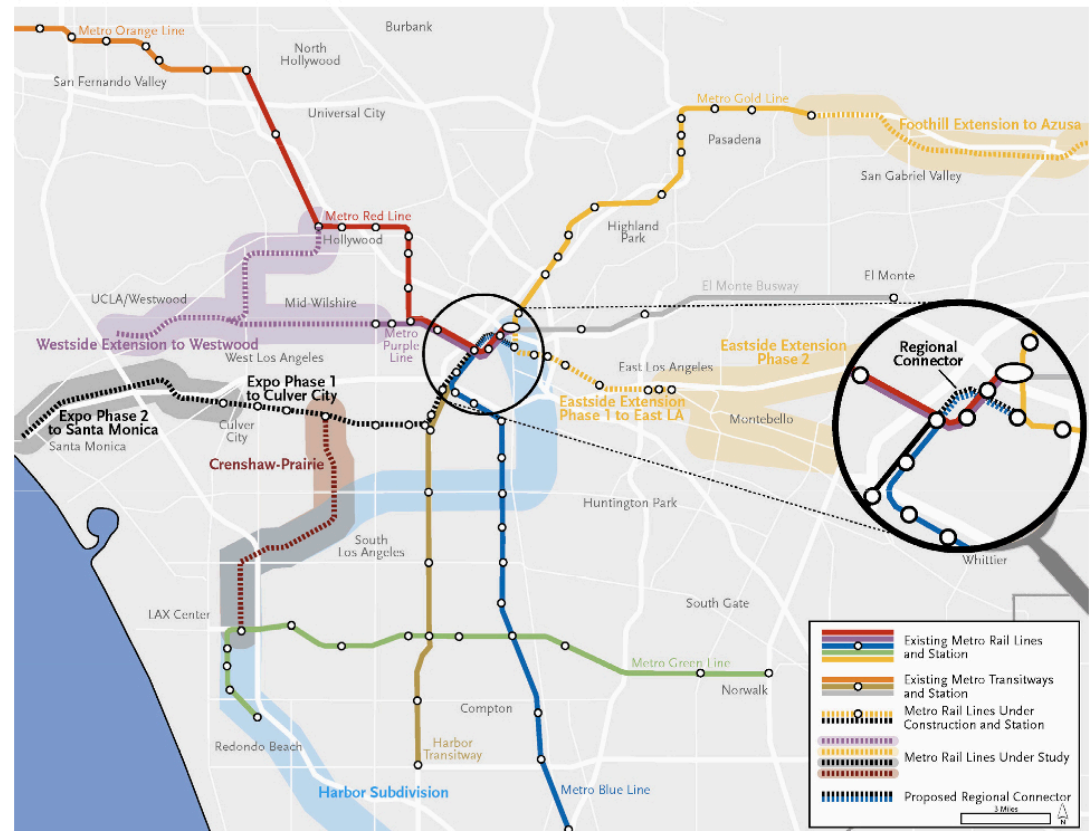




# Rail System Overview

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

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



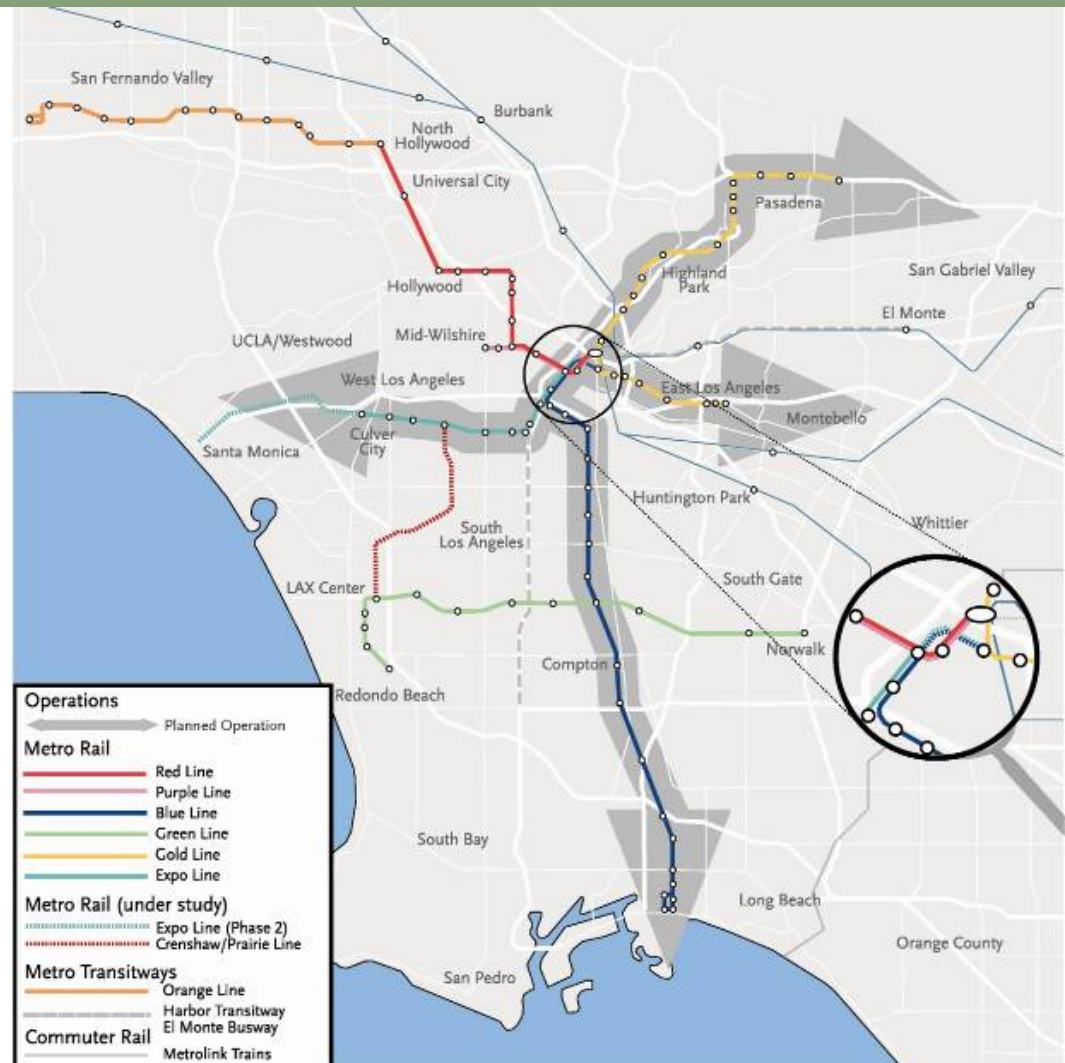
# Purpose and Need

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



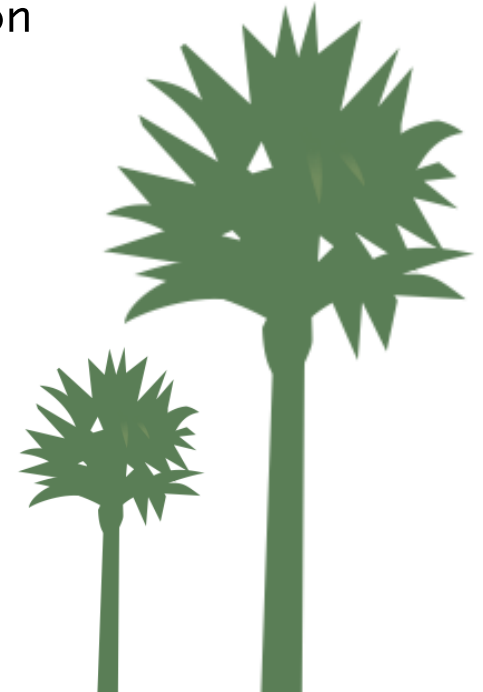
# Project Overview

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

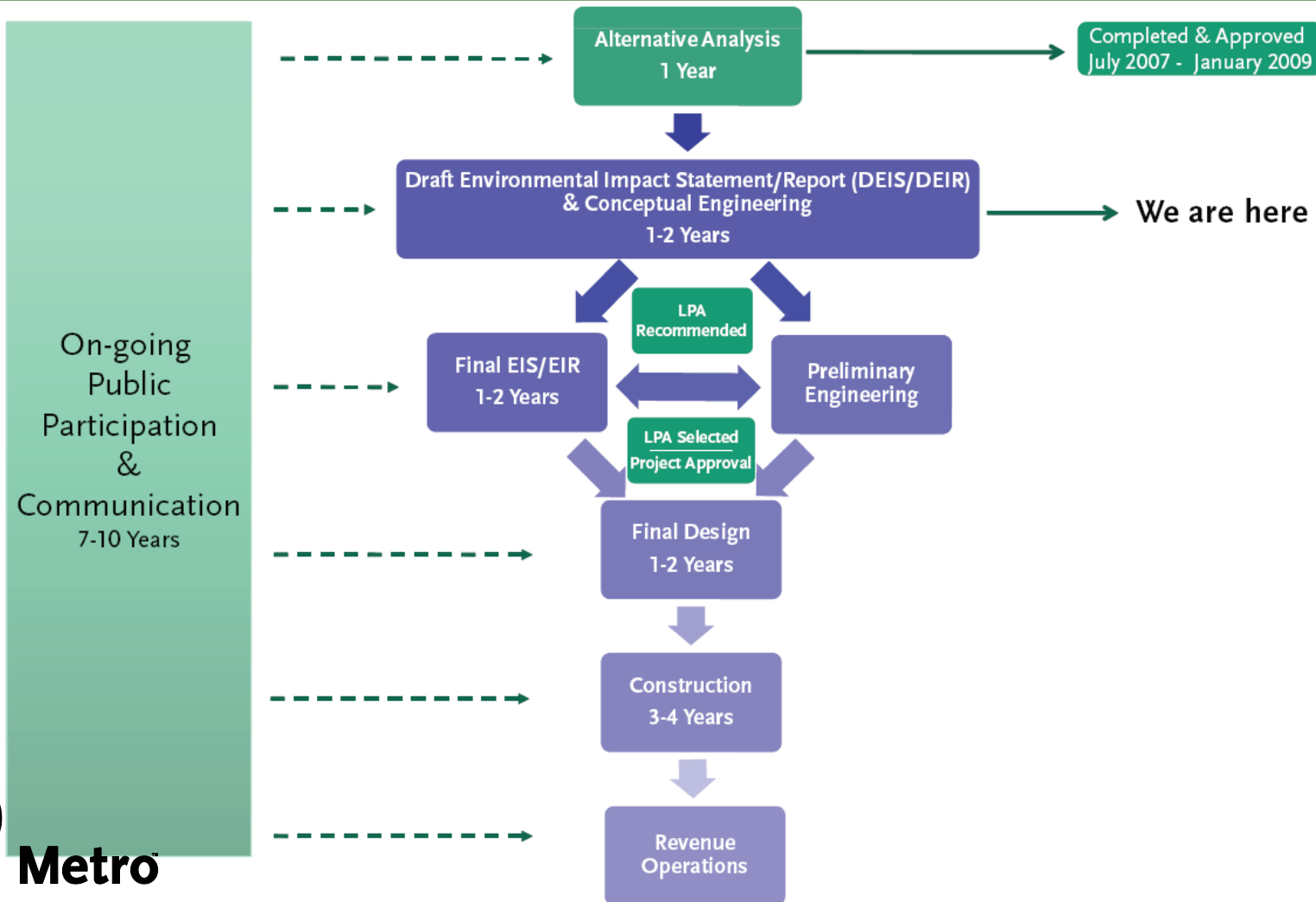


# Project Benefits

- > Regional Connector creates two cross-regional lines for Los Angeles County
  - > North to South LRT line (≈50 miles)
  - > East to West LRT line (≈25 miles)
- > Regional Connector improves ridership across the region
  - > Gold Line (1<sup>st</sup>/Utah to Pomona/Atlantic) 18.4%
  - > Gold Line Eastside Phase 2 11.6%
  - > Gold Line (Chinatown to Sierra Madre Villa) 10.0%
  - > Blue Line (Pico/Flower to Long Beach) 10.9%
  - > Expo Line (Pico/Flower to Santa Monica) 4.7%



# Project Development Process





# Project Progress

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



# Stakeholder Meetings

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



# Urban Design Working Group

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



# Little Tokyo Working Group

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



# What We Heard

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



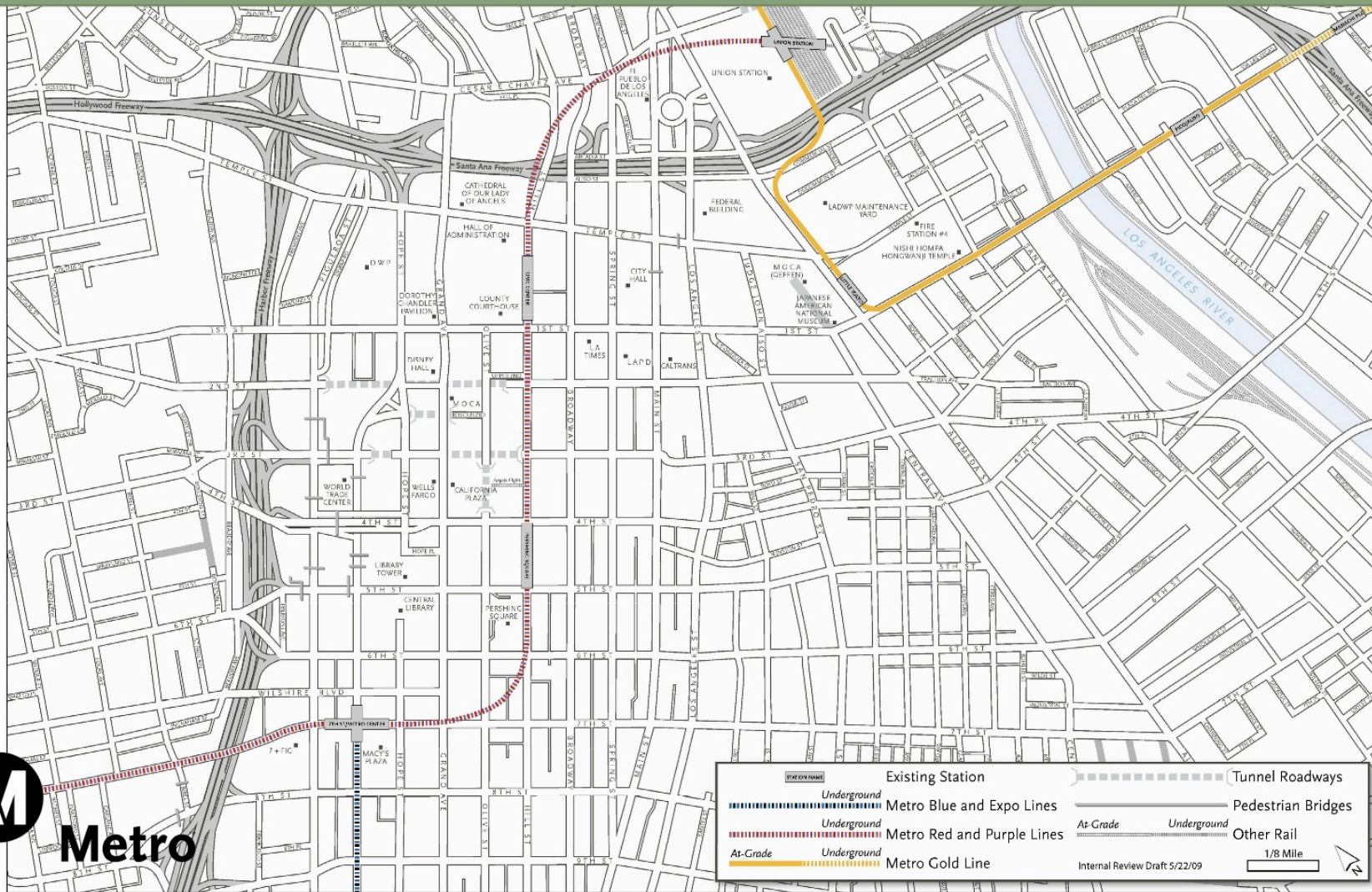
# Project Alternatives Under Study

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



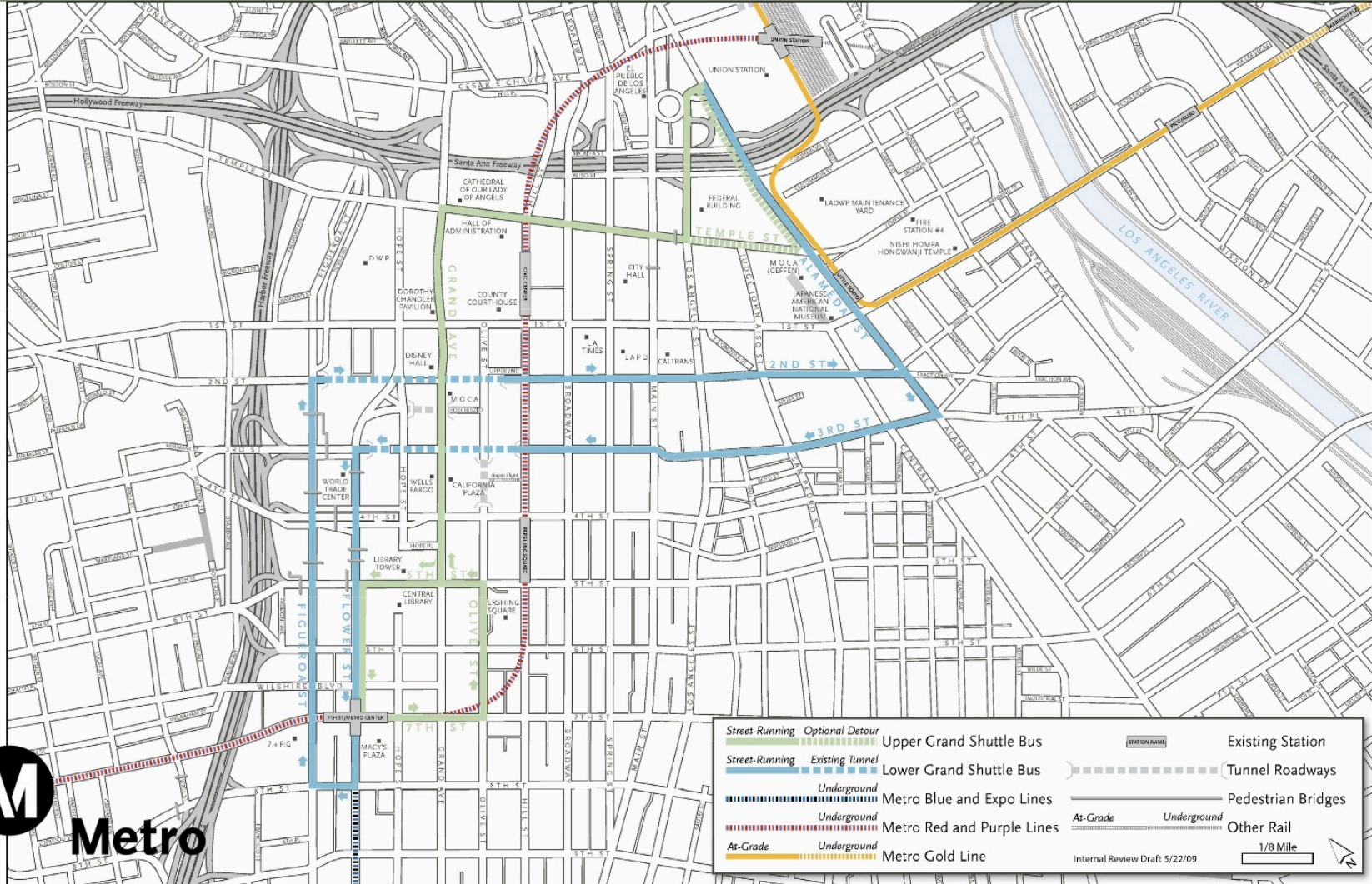


# Project Alternative: No Build

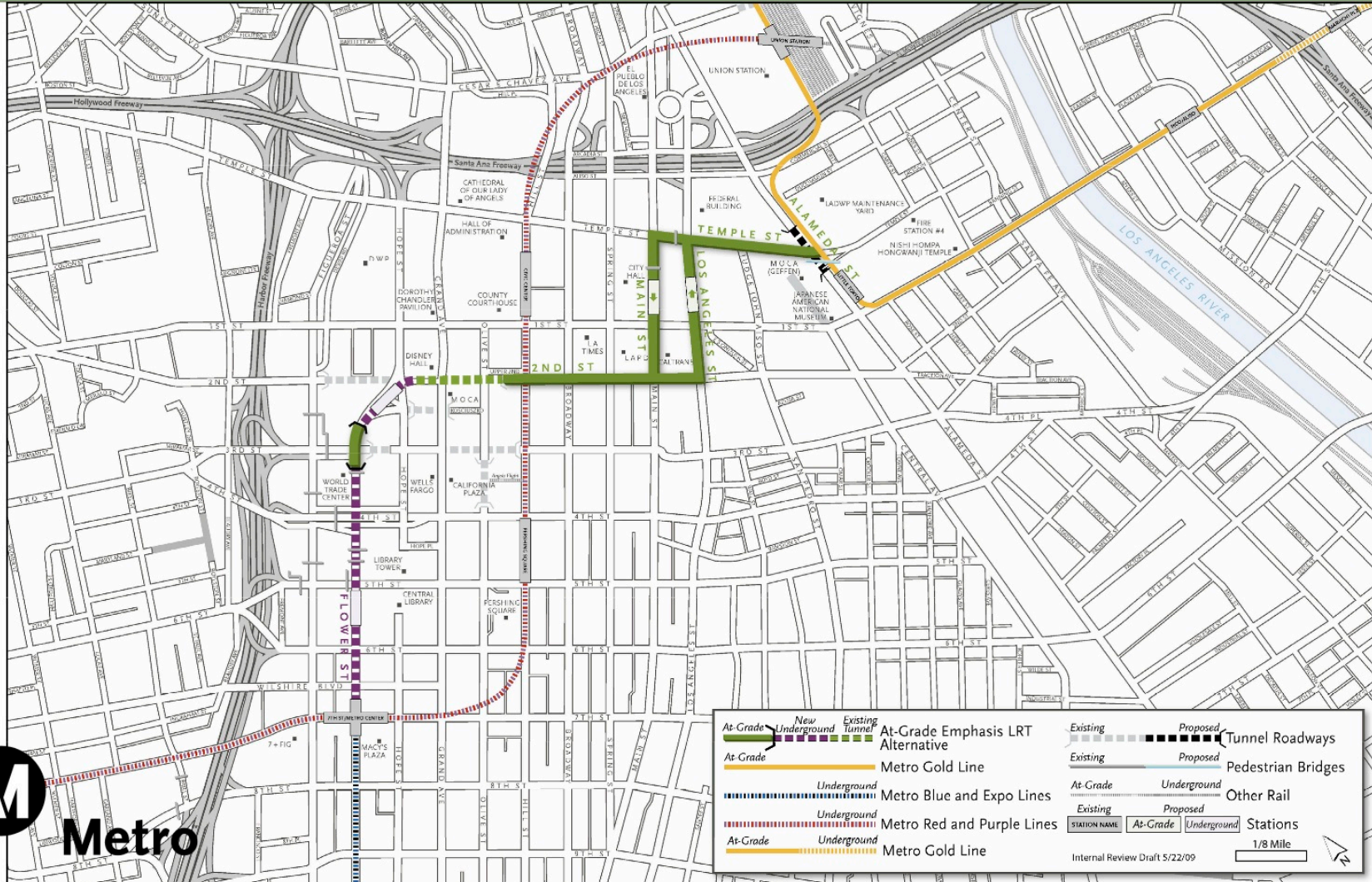




# Project Alternative: Transportation System Management

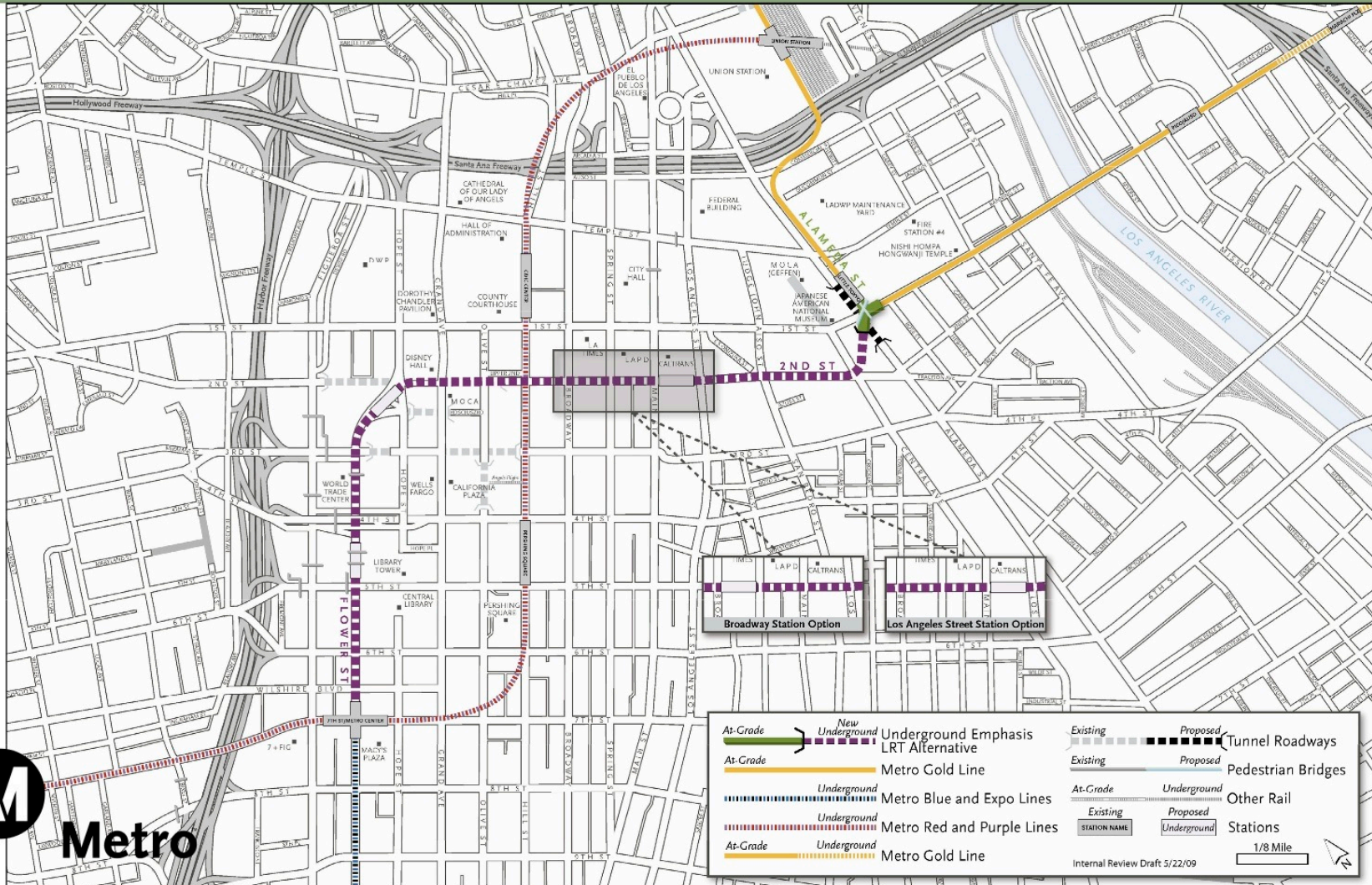


# Project Alternative: At-Grade Emphasis LRT





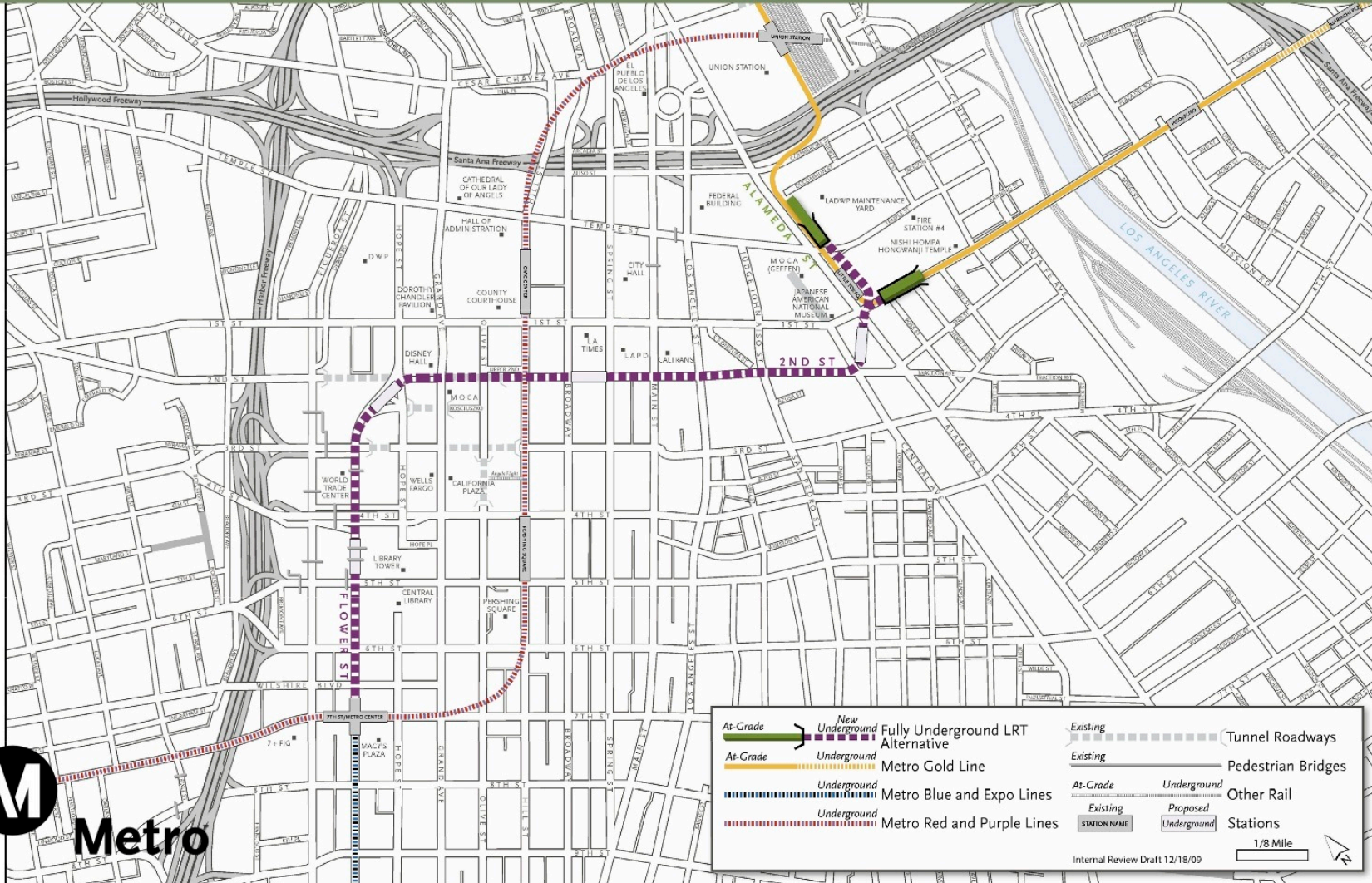
# Project Alternative: Underground Emphasis LRT



Internal Review Draft 5/22/09



# Project Alternative: Fully Underground LRT



# Project Alternative: Fully Underground LRT

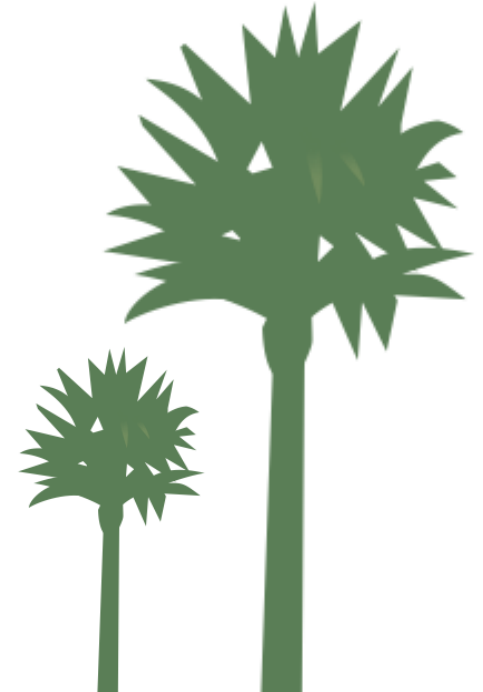
- > Tracks would pass under 1<sup>st</sup> Street at Alameda Street
- > Intersection configuration remains unchanged
- > Trains surface through new portals east of 1<sup>st</sup> and Alameda Streets, and northeast of Temple and Alameda Streets
- > Provides a 4<sup>th</sup> underground station at 2<sup>nd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





# Project Benefits

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



# Project Benefits

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



# Project Benefits

## > Travel Times

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

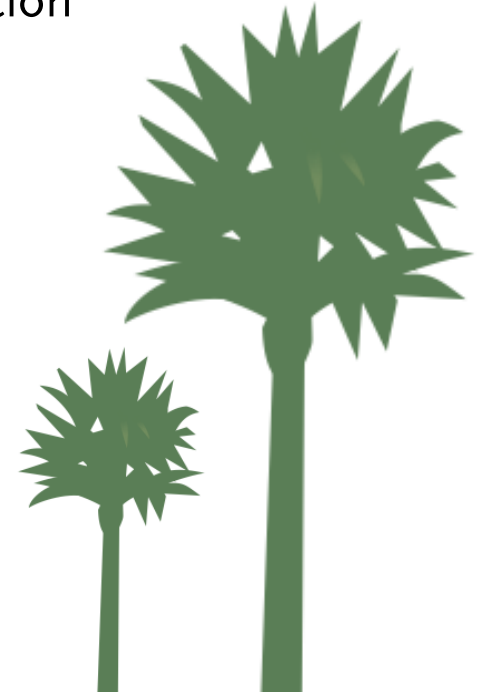


\*Assumes 5 minutes for each transfer



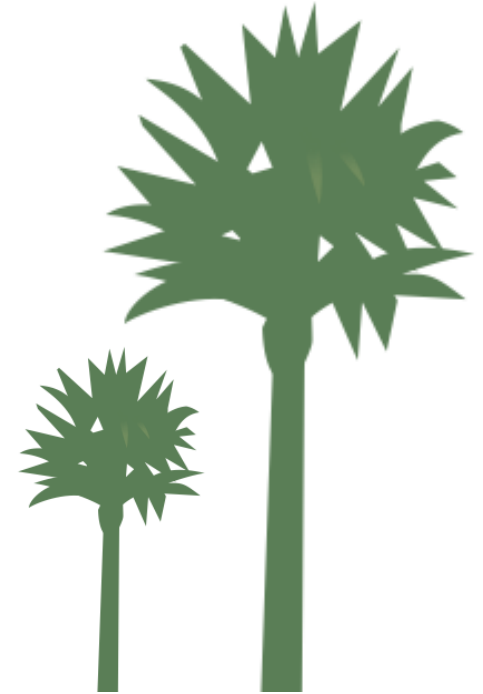
# What's Next

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



# Stay In Touch

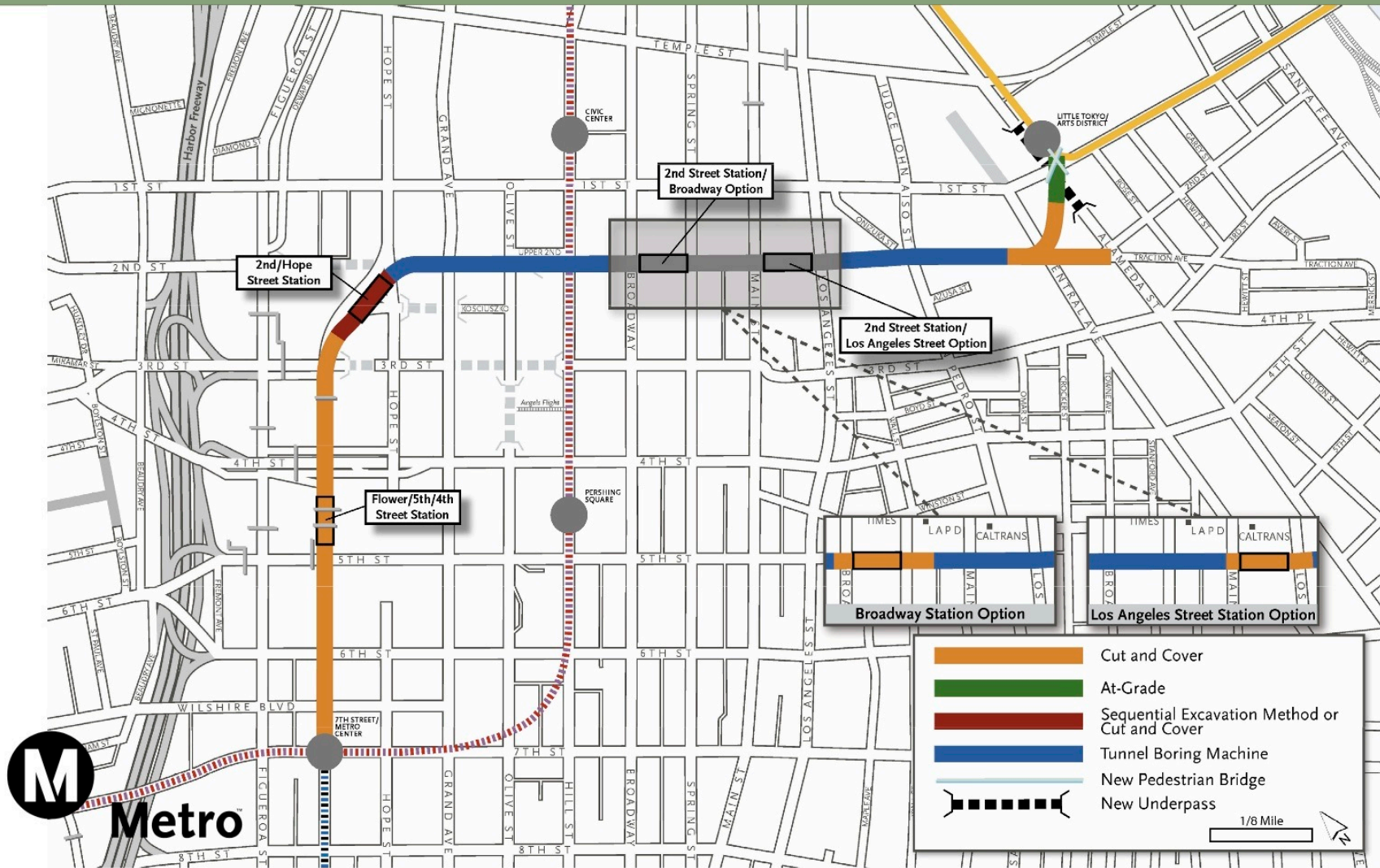
- > Phone – 213.922.7277
- > Email – [regionalconnector@metro.net](mailto:regionalconnector@metro.net)
- > Website – [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector)
- > Facebook – Regional Connector Transit Corridor Study







# Construction Methods: Underground Emphasis LRT





# Construction Methods: Fully Underground LRT



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

**APPENDIX I**



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



**Subject: Regional Connector Announces Spring Meetings**

**Date:** Thursday, April 1, 2010 3:09 PM

**From:** Ann Kerman <kermana@metro.net>

**Conversation:** Regional Connector Announces Spring Meetings



Greetings:

**Please Join Us**

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

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

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

Friday, April 9<sup>th</sup> from 12 p.m. to 1:30 p.m.

*This meeting is tentatively scheduled to be broadcast live from [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector)*

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

Tuesday, April 13<sup>th</sup> from 6:30 p.m. to 8 p.m.

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

Wednesday, April 14<sup>th</sup> from 2:00 p.m. to 3:30 p.m. **AND** from 6:30 p.m. to 8 p.m.

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

Saturday, April 17<sup>th</sup> from 11 a.m. to 12:30 p.m.

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

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

Best Regards,

The Regional Connector Project Team

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

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

Sent Using :  
**SimpleSend**  
[www.simplesend.com](http://www.simplesend.com)

# Regional Connector Transit Corridor

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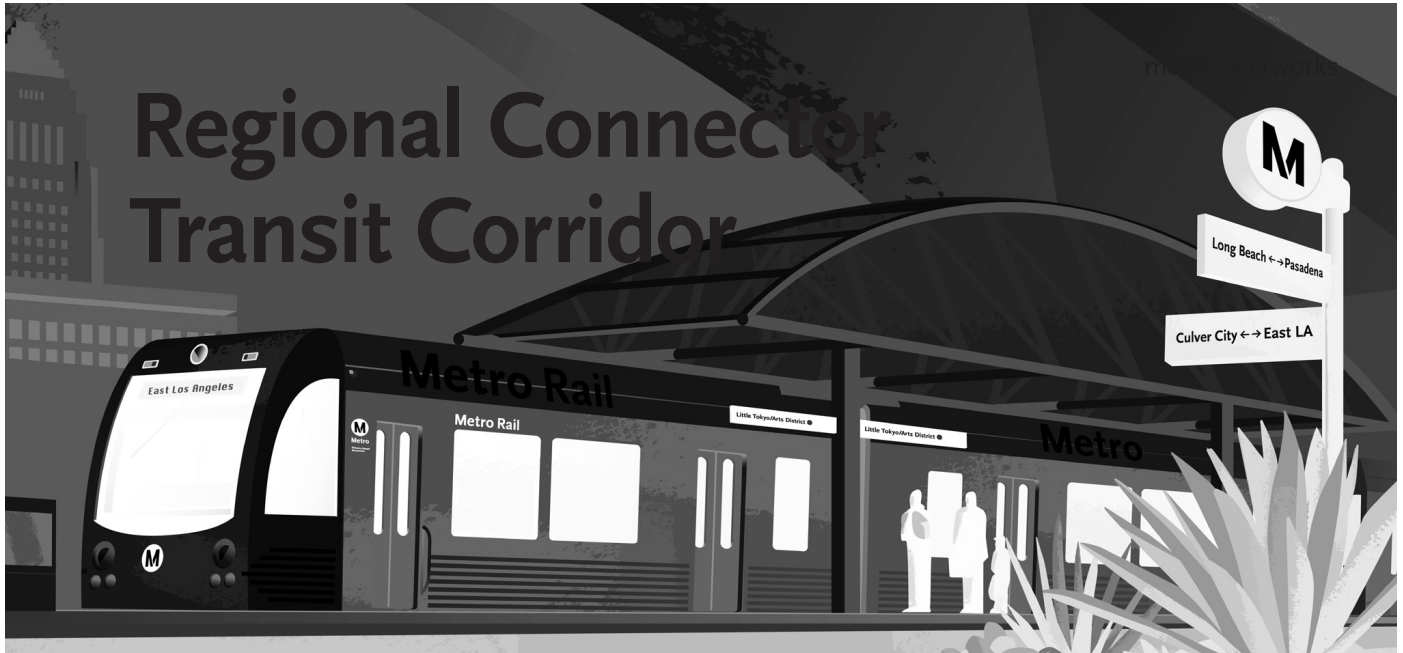
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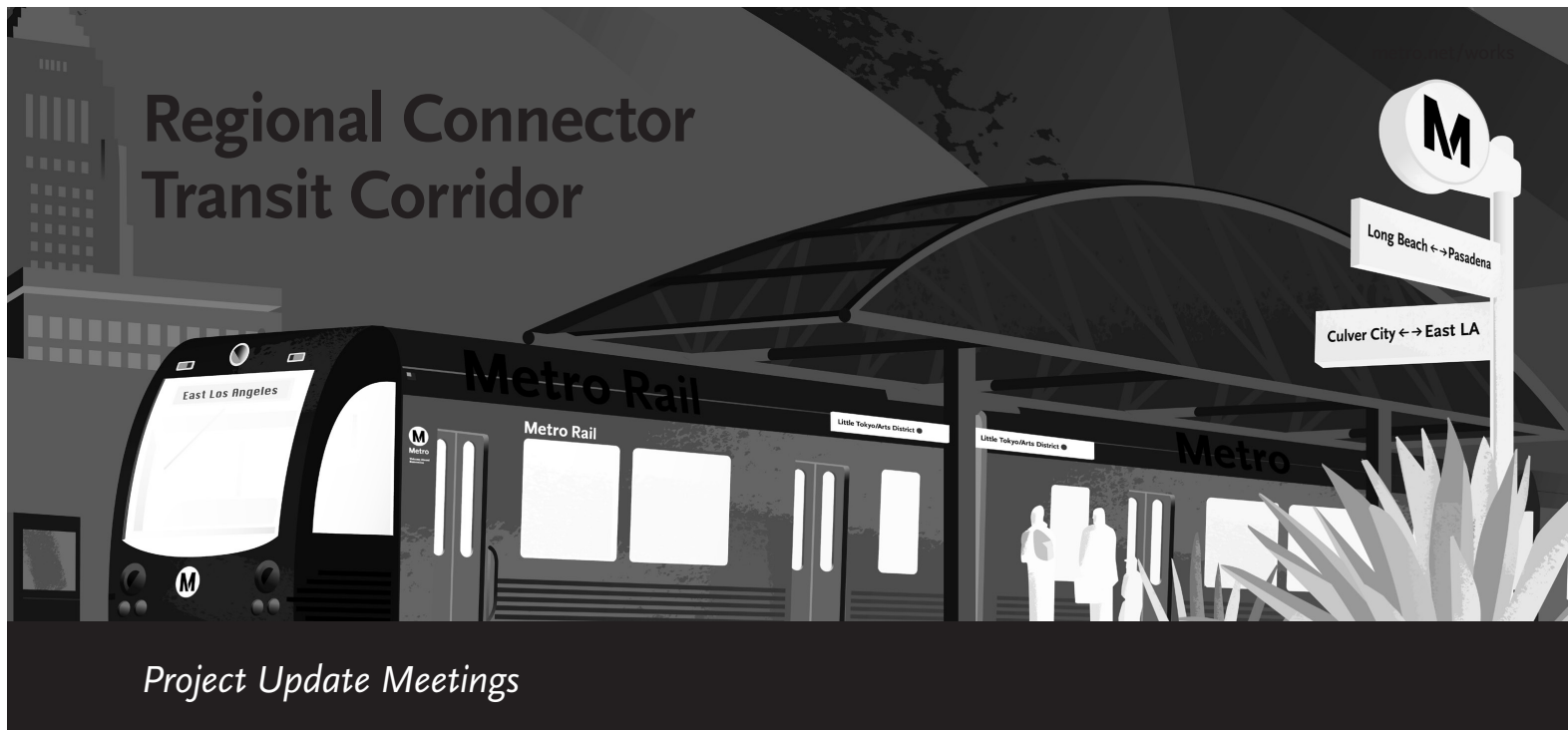
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**Metro**

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630 W 5th St, Los Angeles

### Tuesday, April 13, 2010

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

### Wednesday, April 14, 2010

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

### Saturday, April 17, 2010

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

*All Locations are accessible by public transit.  
For more information, call 213.922.7277 or  
visit [metro.net/regionalconnector](http://metro.net/regionalconnector).*



# Regional Connector Transit Corridor



## *Project Update Meetings*

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

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

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

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

### **Friday, April 9, 2010**

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

### **Tuesday, April 13, 2010**

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

### **Wednesday, April 14, 2010**

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

### **Saturday, April 17, 2010**

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

*All Locations are accessible by public transit.  
For more information, call 213.922.7277 or  
visit [metro.net/regionalconnector](http://metro.net/regionalconnector).*



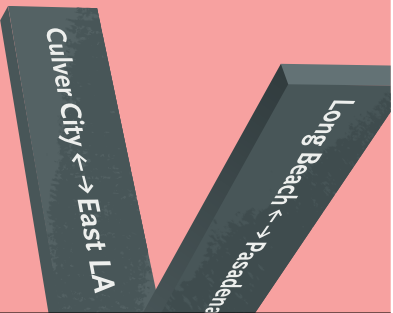
**Metro**

Gracias por su continua participación en la planeación del Conector Regional – una conexión de tren ligero a través de Downtown Los Angeles que proporcionará beneficios de movilidad a la región entera.

El Borrador de la Declaración/Reporte del Impacto Ambiental (Borrador EIS/EIR) del Corredor de Transporte Conector Regional examinará enlaces potenciales de transporte de tren ligero (LRT) entre los sistemas de Metro Gold Line, Blue Line y Expo Line existentes. Una vez completado, los usuarios disfrutarán de más conexiones de transporte a través de todo el sistema LRT. El Borrador EIS/EIR incluye la revisión de los posibles efectos de las alternativas del proyecto en el área de estudios del proyecto.

Thank you for your continued involvement in planning the Regional Connector through Downtown Los Angeles that will provide mobility benefits to the entire region.

The Regional Connector Transit Corridor Draft Environmental Impact Statement/Report (Draft EIS/EIR) will examine potential Light Rail Transit (LRT) linkages between the existing Gold, Blue and Expo Line systems. Once completed, transit riders would enjoy increased connections throughout the entire LRT system. The Draft EIS/EIR includes the review of the possible effects of the project alternatives in the project study area.



**Metro**

One Gateway Plaza  
99-8-2  
Los Angeles, CA 90012

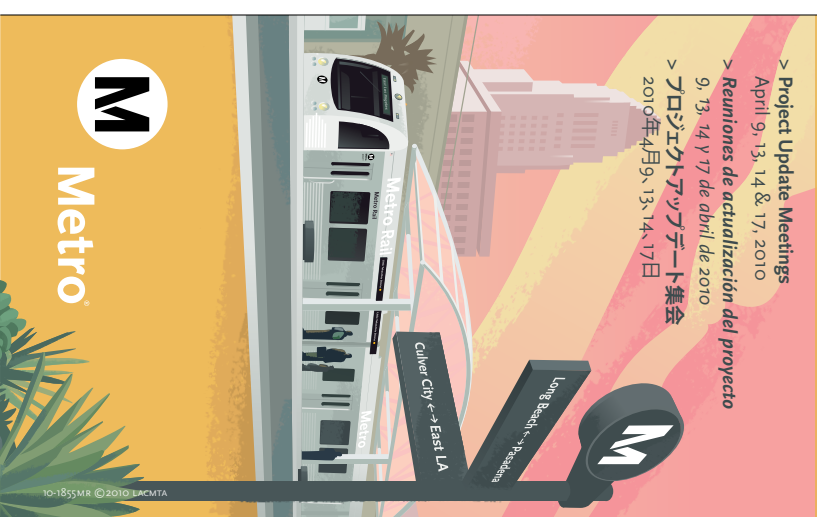
Help us plan the  
Regional Connector.

[metro.net/works](http://metro.net/works)

Ayúdenos a planear el  
Conector Regional.

地域コネクターの計画にご協力  
ください。

- > Project Update Meetings  
April 9, 13, 14 & 17, 2010
- > Reuniones de actualización del proyecto  
9, 13, 14 y 17 de abril de 2010
- > プロジェクトアップデート集会  
2010年4月9、13、14、17日



**Metro**



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

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

**Friday, April 9, 12pm-1:30pm**  
Los Angeles Central Public Library  
630 W. 5th St, Los Angeles

This meeting is tentatively scheduled to be broadcast live from [metro.net/regionalconnector](http://metro.net/regionalconnector).

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

**Wednesday, April 14, 2pm-3:30pm and 6:30pm-8pm**  
Japanese American National Museum  
369 E 1st St, Los Angeles

**Saturday, April 17, 11am-12:30pm**  
Los Angeles Theater Center  
514 S Spring St, Los Angeles

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

### ADA Requirements

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

### Information

For additional information on the Regional Connector, please visit our project website at [metro.net/regionalconnector](http://metro.net/regionalconnector) or call the project information line at 213.922.7277.

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

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

**Viernes 9 de abril, 12pm-1:30pm**  
Los Angeles Central Public Library  
630 W. 5th St, Los Angeles

Esta reunión ha sido tentativamente programada para ser transmitida en vivo a través de [metro.net/regionalconnector](http://metro.net/regionalconnector).

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

**Miércoles 14 de abril, 2pm-3:30pm y 6:30pm-8pm**  
Japanese American National Museum  
369 E 1st St, Los Angeles

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

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

### Requerimientos ADA

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

### Información

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

## 地域コネクタートラnsito回廊地帯プロジェクトのためのコミュニティー集会以ご招待します。

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

**4月9日金曜日 12pm-1:30pm**  
ロサンゼルス中央図書館  
630 W. 5th St, Los Angeles

この集会は暫定的に[metro.net/regionalconnector](http://metro.net/regionalconnector)を通じて実況中継することになっています。

**4月13日火曜日 6:30pm-8pm**  
レイクアベニュー教会  
393 N Lake Av, Pasadena

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

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

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

### ADAの要件

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

### 情報

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

地域コネクタートラnsito計画に対する継続的な協力ありがとうございます。ロサンゼルスタウンシップを走る軽線路コネクタートラnsitoは地域コネクタートラnsitoは、全地域に交通の便宜を提供します！

地域コネクタートラnsito回廊地帯草案環境インパクト説明書／報告書(Draft EIS/EIR)では、既存のコールド、フルー、エクスホ路線システム間をつなぐ軽線路トランジット(LRT)の可能性を検討します。これが完成するとトランジットの利用者は全LRTシステムを通じてより多くのコネクタートラnsitoを利用することができるようになります。草案EIS/EIRには、プロジェクト調査エリアにおいて、プロジェクトの代替案による影響の可能性も含まれています。

Culver City ↔ East LA

Long Beach ↔ Pasadena



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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Little Tokyo Working Group**



## MEETING SUMMARY

**Project Name:** Metro Regional Connector Transit Corridor Project

**Organization:** Little Tokyo Working Group

**Date/Time:** September 17, 2009; 6:00 - 8:00 p.m.

**Meeting Location:** Japanese American Community and Cultural Center, Garden Room  
244 S San Pedro St, Los Angeles, CA 90012

**Project Team:** Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Clarissa Filgioun,  
Ginny Brideau, Min Cheung, Yojo Kikuchi, Robin Akashi

**Attendees:**

Bill Watanabe  
Kene Kubo  
Craig Ishii  
Ron Fong  
June Berk

Mike Okamoto  
Nao Gunji  
Chris Aihara  
Lisa Suiki  
Andrew Lin

Evelyn Yoshimura  
Joanne Kumamoto  
Chris Komai  
Satoru Uyeda  
Alan Kumamoto

**Summary:**

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

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

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

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



results from the technical studies and community feedback in order to be able to fully consider the alternatives.

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

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

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

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

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

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

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

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

**Items to discuss at future meetings:**

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

**Subject: Re: LTWG materials for distribution**

**Date:** Friday, October 9, 2009 12:53 AM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** <ltccjb@aol.com>, <ltccjb@aol.com>, Ginny Brideau <ginny@therobergroup.com>

**Cc:** Chris Aihara <aihara@jaccc.org>, <wktakashi@aol.com>, <wktakashi@aol.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>, Kerman <KERMANA@metro.net>, <lcollmann@savoyhoa.com>

Hello, Ginny,

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

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

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

## MEETING SUMMARY

**Project Name:** Metro Regional Connector Transit Corridor Project

**Organization:** Little Tokyo Working Group

**Date/Time:** October 1, 2009; 6:00 - 8:00 p.m.

**Meeting Location:** Japanese American Community and Cultural Center, Garden Room  
244 S San Pedro St, Los Angeles, CA 90012

**Project Team:** Dolores Roybal Saltarelli, Ann Kerman, Henry Gonzales, Gerald Alvares, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Clarissa Filgioun, Ginny Brideau

**Attendees:**

Ron Fong	Victor Lazo	Evelyn Yoshimura
Chris Aihara	Chris Komai	Goro Endo
Satoru Uyeda	Mary Graybill	Tom Kamei
Kei Nagao	Wilbur Takashima	Alan Nishio
Susie Tae	Bobby Garza	Paul Yeh
Eric Kurimura	Joanne Kumamoto	Alan Kumamoto

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

**Summary:**

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

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

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

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

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

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

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

**Items to discuss at future meetings:**

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



## MEETING SUMMARY

**Project Name:** Metro Regional Connector Transit Corridor Project

**Organization:** Little Tokyo Working Group

**Date/Time:** October 15, 2009; 6:00 - 8:00 p.m.

**Meeting Location:** Japanese American Community and Cultural Center, 2<sup>nd</sup> Floor  
244 S San Pedro St, Los Angeles, CA 90012

**Project Team:** Dolores Roybal Saltarelli, Ann Kerman, Henry Gonzales, Gerald Alvarez, Eric Carlson, Ray Sosa, Monica Villalobos, Yara Jasso, Helene Kornblatt, Virginia Jackson, Clarissa Filgioun, Ginny Brideau

### **Attendees:**

In addition to those listed below, 6 people were heard on the tape, but did not sign in

Chris Aihara

Victor Lazo

Evelyn Yoshimura

Kristin Fukushima

Kei Nagao

Alan Kumamoto

James Okazaki

Joanne Kumamoto

Susie Tae

Chris Komai

Wilbur Takashima

### **Summary:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Items to discuss at future meetings:**

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

MEETING SUMMARY

**Project Name:** Metro Regional Connector Transit Corridor Project

**Organization:** Little Tokyo Working Group

**Date/Time:** November 19, 2009; 6:00 - 8:00 p.m.

**Meeting Location:** Japanese American Community and Cultural Center, 2<sup>nd</sup> Floor  
244 S San Pedro St, Los Angeles, CA 90012

**Project Team:** Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry, Laura Cornejo, Henry Gonzales, Gerald Alvarez, Eric Carlson, Ray Sosa, Helene Kornblatt, Virginia Jackson, Clarissa Filgioun, Ginny Brideau

**Attendees:**

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

**Summary:**

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Items to discuss at future meetings:**

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

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

**Upcoming Schedule**

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

**DRAFT – PROPOSAL (11/19/09)**

Little Tokyo Working Group Consultant

*for the*

Regional Connector Transit Corridor Draft EIS/R

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**OVERVIEW**

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

**CONTEXT OF REQUESTED WORK: HISTORY OF THE LITTLE TOKYO COMMUNITY**

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

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

**PROCESS:**

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

**QUALIFICATIONS:**

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

- Light Rail operations both street running and underground.
- Right-of-way requirements
- Construction impacts
- Transportation Planning including traffic, parking and pedestrian issues
- Economic Development
- Community Development
- Draft EIS/R Process
- Urban Design and Station Area Planning
- Others as appropriate

**CONSULTANT TASKS**

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



## MEETING REPORT

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

### **Summary:**

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

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

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

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

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

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

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

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

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

Dolores provided an update on the third build alternative and provided an overview of the initial operating plan. Metro is continuing to develop the initial concept for this third alternative with the support of its construction and operations departments. Dolores will update the Metro Board of Directors at its February meeting about the new alternative, so that the Board will authorize Metro staff to move forward with adding this

alternative to the full study. Dolores recently provided a briefing to Supervisor Molina's office as well as the City of Los Angeles Department of Transportation.

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

The meeting ended shortly before 7:30.

## MEETING REPORT

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

### **Summary:**

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

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

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

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

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

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

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

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

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

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

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

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

The meeting concluded at 7:30 p.m.

## MEETING REPORT

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

### **Summary:**

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The meeting concluded at 8:00 p.m.

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

## MEETING REPORT

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

### **Summary:**

Chris Aihara called the meeting to order at 6:00 p.m., and led introductions of those in attendance. Chris reviewed the agenda, which focused on Doug Kim's presentation of the approach to the action plan and proposed calendar. Two changes were made to the March 8, 2010 meeting summary, correcting the start time to 6:00 p.m. and the FEIR availability date to Fall 2011.

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

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

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

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

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

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

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

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

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

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

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

The meeting concluded at 8:00 p.m.

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



## MEETING REPORT

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

### **Summary:**

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

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

Dolores then reviewed the operating plans for each project alternative under study. The original and ongoing intent of the Regional Connector is to provide direct access through Downtown Los Angeles respectively East to West from East Los Angeles (and in future the vicinity of I-605 freeway) to Culver City (and in the future Santa Monica) and North to South from Pasadena (and in future Azusa) to

Long Beach. She further explained that the Regional Connector would not provide direct East to South or West to North access.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Urban Design Working Group Materials**

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





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

	A	B	C
2	Organization	Fname	Lname
51	Downtown Los Angeles Neighborhood Council	Jon	Toktas
52	Downtown Los Angeles Neighborhood Council	Ashley	Zarella
53	Downtown News	Sue	Laris
54	Fashion Institute of Design & Merchandising	Tonian	Hohberg
55	Figuroa Corridor Partnership	Steve	Gibson
56	Film L. A. Inc.	Todd	Lindgren
57	Friends of the Little Tokyo Library	Edwin	Barker
58	Friends of the Little Tokyo Library	T. K.	Nagano
59	Friends of the Los Angeles River	Shelly	Backlar
60	Garment and Citizen	Jerry	Sullivan
61	Gilmore Associates	Suzanne	Ekerling
62	Gilmore Associates	Tom	Gilmore
63	Globe Theater	Ralph	Verdugo
64	Go for Broke National Education Center	Diane	Tanaka
65	Go for Broke National Education Center	Christine	Sato Yamazaki
66	Grand Avenue Committee	Martha	Welborne
67	Grubb & Ellis Management Services	Chuck	Hunt
68	GVA Charles Dunn	Patrick	Conn
69	GVA Daum	David	Freitag
70	Higashi Honganji Buddhist Temple	Rinban Noriaki	Ito
71	Higgins Building Homeowners Association	Debbie	Kim
72	Higgins Building Homeowners Association	Joan	Springhetti
73	Higgins Building Homeowners Association	Victor	Tagle
74	Higgins Building Homeowners Association	Donald	Britton
75	Higgins Building Homeowners Association	Stacie	Chaiken
76	Higgins Building Homeowners Association	Coleman	Engellenner
77	Higgins Building Homeowners Association	Jorge	Montigo
78	Higgins Building Homeowners Association	Raelynn	Napper
79	Higgins Building Homeowners Association	Darren	Roberts
80	Higgins Building Homeowners Association	Anthony	Santana
81	Hines Property Management	Joseph	Tupy
82	Historic Core Business Improvement District	Russ	Brown
83	Historic Cultural Neighborhood Council	Howard	Nishimura
84	Historic Cultural Neighborhood Council	Kelsey	Iino
85	Historic Cultural Neighborhood Council	Tim	Keating
86	Historic Cultural Neighborhood Council	Charles	Woo
87	Historic Cultural Neighborhood Council/Little Tokyo Public Safety	Brian	Kito
88	Historic Cultural Neighborhood Council/Little Tokyo Service Center	Ron	Fong
89	Historic Cultural Neighborhood Council/Maryknoll Japanese Catholic	Alan	Kumamoto
90	IDS Real Estate	Eric	Gutshall
91	Japanese American National Museum	Nancy	Araki
92	Japanese American National Museum	Miyoko	Oshima
93	LA EDC	Jack	Kyser
94	LA Live	Martha	Saucedo
95	LA Live	Lee	Zeidman
96	LA OPERA	Kate	McCallum
97	LA Streetcar Inc	Dennis	Allen
98	LA Times Building	Eddy	Hartenstein

	A	B	C
2	Organization	Fname	Lname
99	LA Trade Tech	Marcy	Drummond
100	Liberty National Enterprises	Shahram	Afshani
101	Little Tokyo Branch Library	Hitoshi	Ohta
102	Little Tokyo Business Association	Frances	Hashimoto
103	Little Tokyo Business Association	Wilson	Liu
104	Little Tokyo Community Council	June	Berk
105	Little Tokyo Community Council	Mike	Okamoto
106	Little Tokyo Recreation Center	David	Nagano
107	Little Tokyo Service Center Community Development Corporation	Evelyn	Yoshimura
108	Little Tokyo Service Center Community Development Corporation	Katayama	Mizue
109	Little Tokyo Service Center Community Development Corporation	Bill	Watanabe
110	Los Angeles Central Public Library	Kyle	Millager
111	Los Angeles Community College District	Diana	Ho
112	Los Angeles Community College District	Marshall	Drummond
113	Los Angeles Conservancy	Flora	Chou
114	Los Angeles Conservancy	Linda	Dishman
115	Los Angeles Convention Center	Pouria	Abbassi
116	Los Angeles Convention Center	C	Villorante
117	Los Angeles County Bicycle Coalition	Kent	Strumpel
118	Los Angeles County Courts	John	Clarke
119	Los Angeles County: Office of Mark Ridley-Thomas	Fernando	Ramirez
120	Los Angeles County: Office of Mark Ridley-Thomas	Dan	Rosenfeld
121	Los Angeles County: Office of Supervisor Gloria Molina	Nicole	Englund
122	Los Angeles County: Office of Supervisor Gloria Molina	Suzanne	Manriquez
123	Los Angeles Fashion Business Improvement District	Kent	Smith
124	Los Angeles Public Library System	Julie	Cheng
125	Los Angeles River Artists and Business Association	John	Saslow
126	Los Angeles Theater	Nick	Latimer
127	Los Angeles Theatre	Frank	Schultz
128	Los Angeles Times	Russ	Compton
129	Los Angeles Visitors and Conventions Bureau	Mark	Lieberman
130	LTCC/JACCC	Chris	Aihara
131	Maguire Properties	Ted	Bischak
132	Maguire Properties	Espie	Gutierrez
133	Maguire Properties	Lalo	Diaz
134	Maguire Properties	Pat	McRoskey
135	Maguire Properties	Rachael	Vitale-Modrich
136	Maguire Properties	Josh	Wrobel
137	Melendrez	Melani	Smith
138	Meruelo Maddox Properties	Richard	Meruelo
139	Metropolitan News	Vahn	Babigian
140	Metropolitan Water District of Southern California	Jeffrey	Kightlinger
141	Million Dollar Theater	Robert	Voskanian
142	MOCA	Michael	Nauyok
143	Morlin Asset Management	Tim	Moore
144	Museum and Grand Tower Apartments	Aaron	Bazile
145	Music Center	Leticia	Rhi Buckley
146	Nisei Week	Joanne	Kumamoto

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

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# 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 7<sup>th</sup> Street/Metro Center Station (7<sup>th</sup> Street and Flower Street) to the Metro Gold Line at the Little Tokyo/Arts District Station at 1<sup>st</sup> 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

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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 7<sup>th</sup> 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 7<sup>th</sup> Street/Metro Center Station, head north under Flower Street, surface to at-grade north of 5<sup>th</sup> Street, cross 3<sup>rd</sup> Street, enter Bunker Hill, and turn northeast through a new entrance to the existing 2<sup>nd</sup> Street tunnel. The alignment would continue along 2<sup>nd</sup> 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 3<sup>rd</sup> Street and continue to a new underground station just south of 5<sup>th</sup> Street, then proceed to the 7<sup>th</sup> 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 3<sup>rd</sup> Street, then transition to underground tracks near 4<sup>th</sup> Street to reach the existing Metro Blue Line platform at 7<sup>th</sup> 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 2<sup>nd</sup> Street and Hope Street, and a split station using Main and Los Angeles Streets between 1<sup>st</sup> and Temple Streets.





Figure 1: At-grade Emphasis LRT Alternative

### Underground Emphasis LRT Alternative

From the 7<sup>th</sup> Street/Metro Center Station, this alternative (**Figure 2**) would extend north along Flower Street with a new underground station north of 5<sup>th</sup> Street. At 2<sup>nd</sup> 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 1<sup>st</sup> and Alameda Streets. At 1<sup>st</sup> 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 1<sup>st</sup> 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 5<sup>th</sup> Street on Flower Street, adjacent to Bunker Hill just south of 2<sup>nd</sup> Street and 2<sup>nd</sup> Street between Los Angeles and Main Streets.

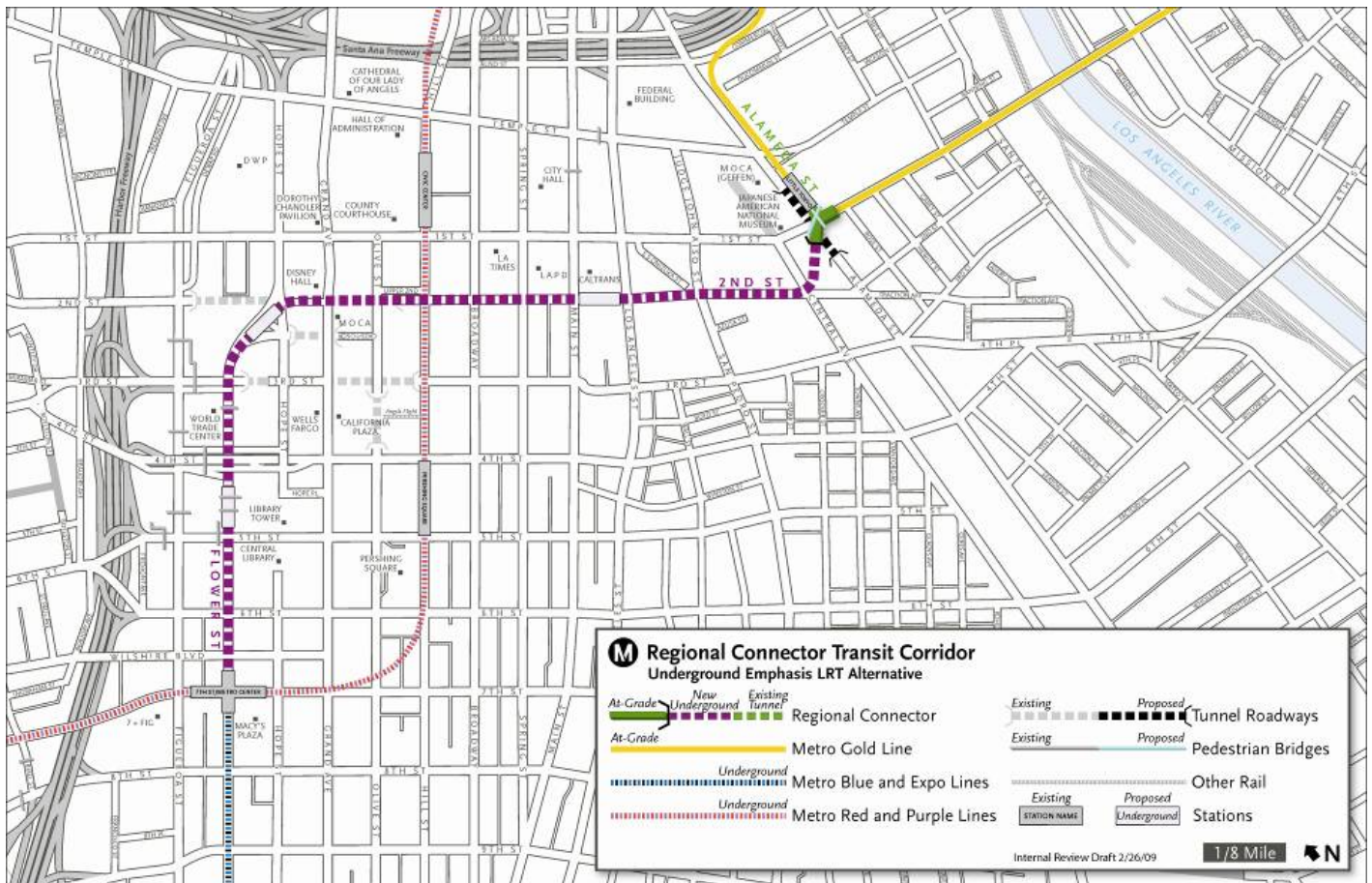


Figure 2: Underground Emphasis LRT Alternative

## 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 1<sup>st</sup> 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 5<sup>th</sup> St, Los Angeles, CA 90071.



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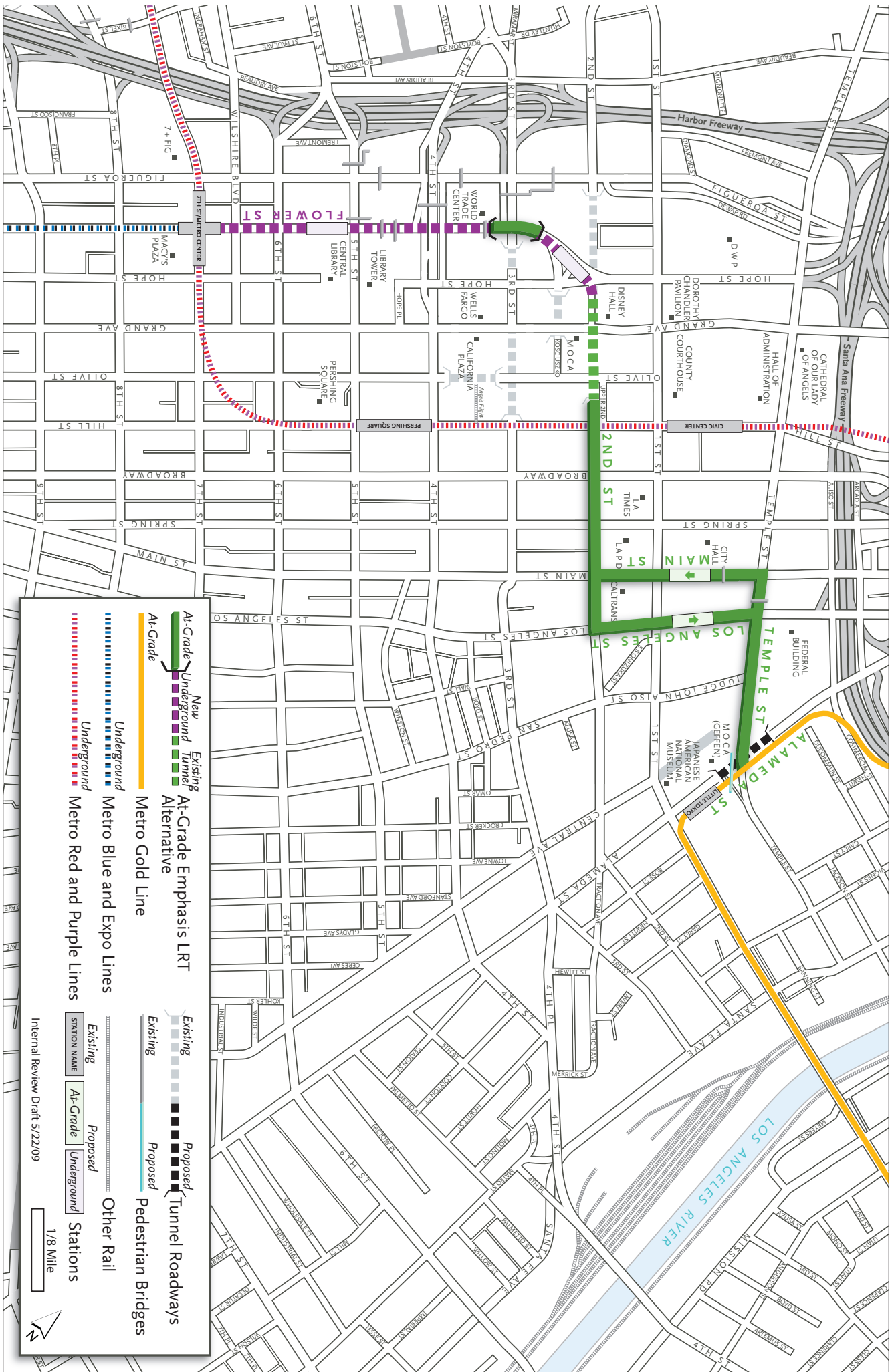
Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to [regionalconnector@metro.net](mailto:regionalconnector@metro.net), or mailed to:

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](http://www.metro.net/projects_studies/connector)

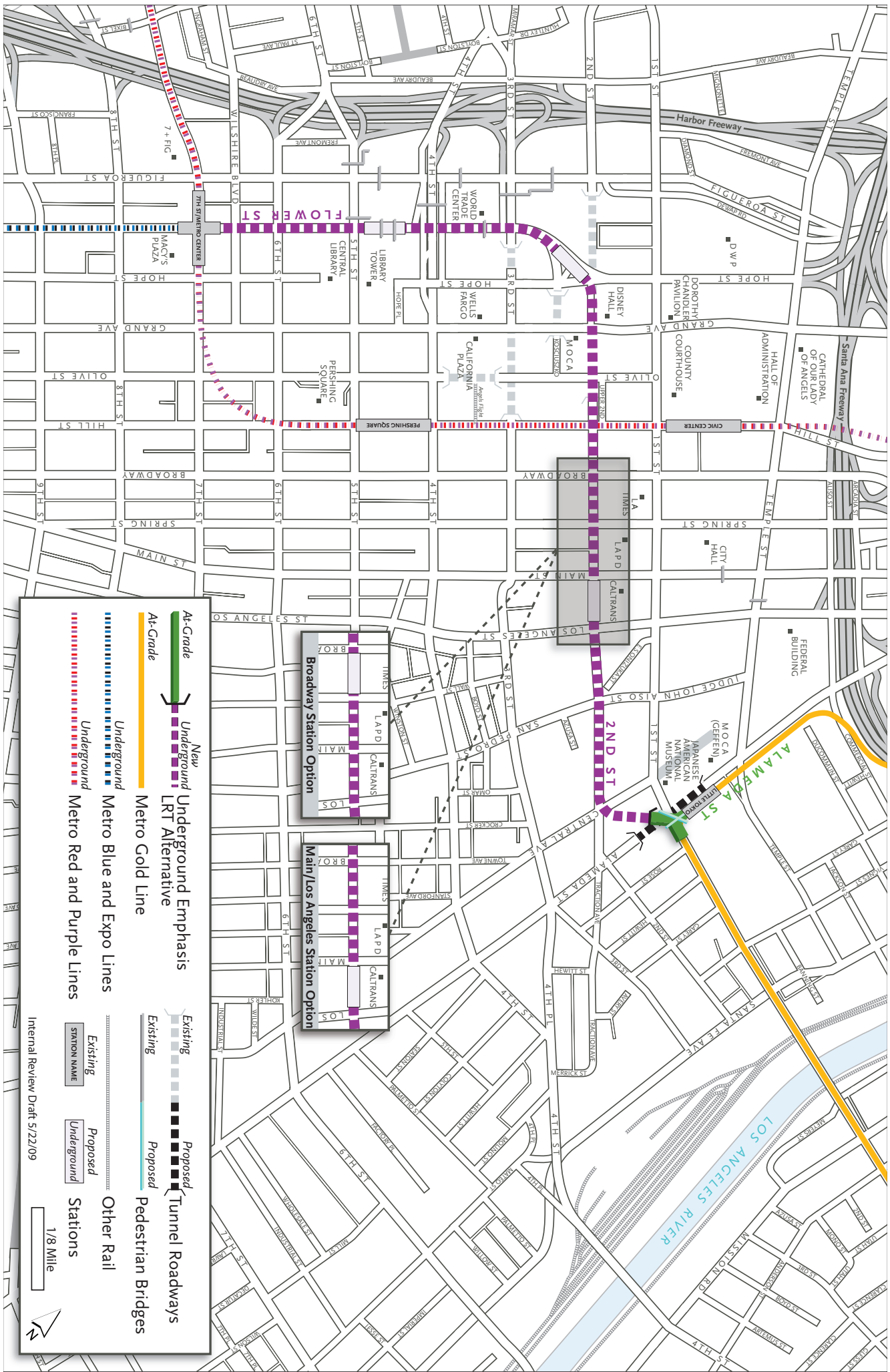




	At-Grade		New		Existing		At-Grade Emphasis LRT
	At-Grade		New		Existing		At-Grade Emphasis LRT
	Underground		New		Existing		Metro Blue and Expo Lines
	Underground		New		Existing		Metro Blue and Expo Lines
	Underground		New		Existing		Metro Red and Purple Lines
	Underground		New		Existing		Metro Red and Purple Lines
	At-Grade		New		Existing		Metro Gold Line
	At-Grade		New		Existing		Metro Gold Line
	Tunnel		New		Existing		Tunnel Roadways
	Tunnel		New		Existing		Tunnel Roadways
	Pedestrian Bridges		New		Existing		Pedestrian Bridges
	Pedestrian Bridges		New		Existing		Pedestrian Bridges
	Other Rail		New		Existing		Other Rail
	Other Rail		New		Existing		Other Rail
	Stations		New		Existing		Stations
	Stations		New		Existing		Stations

Internal Review Draft 5/22/09

1/8 Mile



Internal Review Draft 5/22/09

1/8 Mile





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



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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Community Meeting Matrix**



## Metro Regional Connector LRT Additional Community Briefings

<b>Organization</b>	<b>Date</b>	<b>Location</b>	<b>Project Team Attendance</b>	<b>Attendees</b>
Metropolitan News	04/28/10	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Laura Cornejo, Ann Kerman, Ginny Brideau, Kansai Uchida	Jo-Ann Grace, Vahn Babigian
Japanese American National Museum	04/22/10	JANM 369 W 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Akemi Kikumura, Chris Komai, Miyoko Oshima
Central City East Association	04/07/10	CCEA Offices 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	CCEA Board members and Estela Lopez
Metropolitan News	03/23/10	Metro Headquarters One Gateway Plz Los Angeles	Laura Cornejo, Ginny Brideau, Ann Kerman	Jo-Ann Grace, Vahn Babigian
Jay Chen, property owner	03/17/10	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	Jay Chen
City of Los Angeles: Department of Transportation	03/16/10	City of Los Angeles: Department of Transportation 100 S Main St, Los Angeles	Farid Naguib, Dolores Roybal Saltarelli, Helene Kornblatt, Kansai Uchida, Sean Skehan	Kang Hu, John Fisher, Calvin Cho
Nishi Temple	02/12/10	Nishi Temple 815 E 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson	Complete list attached to report
Nishi Hongwanji Buddhist Temple	02/11/10	Nishi Hongwanji Buddist Temple 815 East First Street Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Kansai Uchida, Ann Kerman	
Central City East Association	02/03/10	CCEA – Arts District Office 948 E 2 <sup>nd</sup> St Los Angeles	Ginny Brideau	Arts District Committee and Estela Lopez
Higgins Building Homeowners	01/25/10	Higgins Building 108 W 2 <sup>nd</sup> St Los Angeles	Eric Carlson, Ann Kerman, Kansai Uchida, Ginny Brideau	Higgins Building Homeowners Association Board members and property owners

## Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Higgins Building Homeowners	01/20/10	Office of Lambert Giessinger City of Los Angeles, Offices of Historic Resources 200 N Spring St Rm 620 Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau, Helene Kornblatt, Kansa Uchida	Stacey Chaiken, Lambert Giessinger, Joan Springhetti, Martin Berg
City of Los Angeles: Chief Legislative Analyst	01/19/10	Los Angeles City Hall 200 N Spring St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa	
Central City East Association	01/12/10	CCEA Offices 725 S Crocker St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ginny Brideau	Estela Lopez
Nikkei Development	01/12/10	Metro Headquarters One Gateway Plz Los Angeles	Diego Cardoso, Roger Moliere, Dolores Roybal Saltarelli	Jonathon Kaji
Councilman Jose Huizar	01/07/10	Los Angeles City Hall 200 N Spring St Los Angeles	Diego Cardoso, Ann Kerman, Ginny Brideau	Jessica Wethington McLean
Central City Association	01/05/10	CCA Offices 626 Wilshire Blvd Los Angeles	Dolores Roybal Saltarelli, Ann Kerman	Complete list attached to report
Japanese American National Museum	12/16/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Helene Kornblatt, Kansai Uchida	Akemi Kikumura, Chris Komai, Nancy Araki
Little Tokyo Business Association	12/10/09	Oiwake Restaurant 122 Japanese Village Plz Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Kansai Uchida, Ginny Brideau	Elizabet Viray, Akira Yuhara, David Kudo, Wilson Liu, Shigeko Katjiya, Yuriko Shikai, Joanne Kumamoto, Frances Hashimoto
Thomas Properties Group	12/10/09	Thomas Properties Group Offices 515 S Flower 6th Floor Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Ayahlushim Hammond, Alix Wisnher, Paul Rutter, Steve Achorn, Kent Handleman
Downtown Los Angeles Neighborhood Council	12/07/09	Los Angeles Theater 615 S Broadway Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Helene Kornblatt, Kansai Uchida, Ginny Brideau	DLANC Board of Directors



## Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Nikkei Development	12/02/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ann Kerman	Jonathon Kaji
City of Los Angeles: Department of Transportation	12/01/09	City of Los Angeles: Department of Transportation 100 S Main St Los Angeles	Farid Naguib, Dolores Roybal Saltarelli, Helene Kornblatt, Kansai Uchida, Sean Skehan	Kang Hu, John Fisher, Calvin Cho
Savoy Homeowners Association	11/30/09	Savoy Clubhouse 100 S Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Virginia Jackson, Kansai Uchida, Ginny Brideau	Bobby Garza, Paul Yeh, Susie Tae, Sidney Wang, Lynne Collmann, Alfred Chang, Andrew Lin
Congresswoman Lucille Roybal-Allard's Office	11/18/09	Roybal Federal Bldg. 255 E. Temple St. Los Angeles	Dolores Roybal Saltarelli, Marisa Yeager, Ann Kerman	Ana Figueroa, Kim Tachiki
Councilwoman Jan Perry	11/17/09	LA City Hall	Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry,	Greg Fischer
Nishi Hongwanji Buddhist Temple	11/17/09	Nishi Hongwanji Buddist Temple 815 East First Street Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Kansai Uchida, Ann Kerman	Reverend Briones, Eric Kurimura
Nikkei Development	10/21/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ted Tananka, Ann Kerman	Jonathon Kaji
Little Tokyo Service Center and JACCC Boards	10/13/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos, Clarissa Filgioun	Complete list attached to report
Nikkei Development	10/05/09	Ted T. Tanaka Offices 11307 Hindry Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ted Tananka, Ann Kerman	Jonathon Kaji

## Metro Regional Connector LRT Additional Community Briefings

<b>Organization</b>	<b>Date</b>	<b>Location</b>	<b>Project Team Attendance</b>	<b>Attendees</b>
Savoy Homeowners Association	09/29/09	Savoy Clubhouse 100 N Alameda St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Savoy Homeowners Association members, including Paul Yeh, Susan Tae, Bobby Garza, and Lynne Collmann
Little Tokyo Community Council	09/22/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa,	Complete list attached to report
Little Tokyo CAC	09/16/09	JACCC 244 S San Pedro St Los Angeles	Eric Carlson, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report
MOCA Senior Staff	09/15/09	MOCA Offices 250 S Grand Ave Los Angeles	Dolores Roybal Saltarelli, Diego Cardoso, Ray Sosa, Ginny Brideau	Complete list attached to report
Japanese American National Museum	09/04/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa	Complete list attached to report
City of Los Angeles: Cultural Affairs	09/02/09	City of Los Angeles 200 S Spring St Los Angeles	Dolores Roybal Saltarelli	Edgar Garcia
Little Tokyo Community Council	08/25/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Complete list attached to report
Central City East Association	08/19/09	St. Xavier Catholic Church 222 S Hewitt St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Monica Villalobos, Chris Robert, Ginny Brideau	Complete list attached to report
Japanese Chamber of Commerce of Southern California	08/18/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Terry Handa, President of JCCSC, Lee Aoki, Mike Okamoto, Shinji Abe
Higgins Building Homeowners	8/17/09	Groundworks	Ann Kerman	Stacie Chaken, Marty Berg
Councilwoman Jan Perry	8/13/09	LA City Hall	Dolores Roybal Saltarelli, Ann Kerman, Arthur Henry, Diego Cardoso, Lynda Bybee	Greg Fischer

## Metro Regional Connector LRT Additional Community Briefings

Organization	Date	Location	Project Team Attendance	Attendees
Little Tokyo Community Council	08/13/09	LTSC 231 E 3 <sup>rd</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Ray Sosa, Ginny Brideau	Bill Watanabe, Lee Aoki, Ron Fong
LAPD, LAFD, LASD	08/06/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Ann Kerman	Vance Bjorkland
Little Tokyo Community Council: Parking, Planning, and Cultural Preservation	07/22/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa	Parking, Planning, and Cultural Preservation Committee of the Little Tokyo Community Council
Los Angeles Conservancy	07/22/09	CDM Los Angeles Offices 523 W 6 <sup>th</sup> St, Ste 400 Los Angeles	Dolores Roybal Saltarelli, Gerardo Alvarez, Ray Sosa, Monica Villalobos, Kansai Uchida, Helene Kornblatt	Jim Steely, SWCA Francesca Smith, SWCA Cara Corsetti, SWCA Mike Buhler, Los Angeles Conservancy
Japanese American National Museum	07/14/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Miyoko Oshima, Nancy Araki, June Burke, Chris Komai
Central City East Association	07/13/09	CCEA Offices 725 S Crocker St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Estela Lopez, Qathryn Brehm
Little Tokyo Community Council	07/13/09	JACCC 244 S San Pedro St Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Ann Kerman, Ginny Brideau	Chris Aihara
Thomas Properties Group	07/07/09	Thomas Properties Group Offices 515 S Flower 6 <sup>th</sup> Floor Los Angeles	Robin Blair, Dolores Roybal Saltarelli, Ray Sosa, Monica Villalobos, Yara Jasso, Ann Kerman, Ginny Brideau	Thomas Ricci, Glen Berryhill, Jeanet Babauta, Stephen Achorn, Dennis Watsabaugh
Los Angeles County: Public Works  Los Angeles County: Flood Control	07/01/09	Los Angeles County Department of Public Works 900 S Fremont Ave Alhambra	Gerardo Alvarez, Eric Carlson, Girish Roy, Ray Sosa, Amanda Elioff, Zafer Mudar	Tsuji, Masashi Tsujii (LACDPW); Allen Ude (LACDPW); Ed Torran (LAC Flood Control); Amir Zandig (LACDPW); Bill Bowers (LACDPW)

## Metro Regional Connector LRT Additional Community Briefings

<b>Organization</b>	<b>Date</b>	<b>Location</b>	<b>Project Team Attendance</b>	<b>Attendees</b>
City of Los Angeles: Public Works: Bureau of Engineering	06/18/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Gerardo Alvarez, Monica Villalobos, Virginia Wade, Lana Terry, Zafer Mudar	Curtis Tran, Calvin Chow, Farid Naguib
City of Los Angeles: Transportation	06/10/09	Metro Headquarters One Gateway Plz Los Angeles	Dolores Roybal Saltarelli, Girish Roy, Gerardo Alvarez, Ray Sosa, Monica Villalobos	Kang Hu, Calvin Chow, Tom Carranza
University of Southern California	05/22/09	USC 665 Exposition Blvd Los Angeles	Diego Cardoso, Dolores Roybal Saltarelli, Ray Sosa	David Roberts, David Galaviz, Bing Cherrie
Go For Broke	05/11/09	HMC Architects 633 W 5 <sup>th</sup> St 3 <sup>rd</sup> Fl Los Angeles	Dolores Roybal Saltarelli, Ray Sosa, Zapher Mudar	Raymond Pan, Diane Tanaka, Edward Avila
Little Tokyo Community Council	05/05/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Dolores Roybal Saltarelli, Ann Kerman, Yvette Rapose, Gerry Alvarez, Laura Conejo, Ray Sosa, Monica Villalobos, Yara Jasso, Clarissa Filgioun	Executive Board of LTCC
Bringing Back Broadway	05/04/09	CCA Offices 626 Wilshire Blvd Los Angeles	Ginny-Marie Case	Bringing Back Broadway Streetcar Committee
Little Tokyo Community Council	04/28/09	JANM 369 W 1 <sup>st</sup> St Los Angeles	Ann Kerman, Dolores Roybal Saltarelli, Ray Sosa	Little Tokyo Community Council

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
2009 Community Response (Post Scoping)**





**Subject: FW: Regional Connector Transit Corridor**

**Date:** Wednesday, May 13, 2009 4:38 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Clarissa Filgioun clarissa@therobertgroup.com, Ginny-Marie Brideau ginny@therobertgroup.com

fyi

---

**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](mailto:lou.massicci@hmhpub.com)**

**Subject: FW: Regional Connector Scoping Comment**

**Date:** Tuesday, May 19, 2009 2:41 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Monica Villalobos villalobosma@cdm.com, Ginny-Marie Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

[A late comment....](#)

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 <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

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**From:** Daveed Kapoor [mailto:daveedkapoor@gmail.com]

**Sent:** Thursday, May 14, 2009 1:36 PM

**To:** Regional Connector

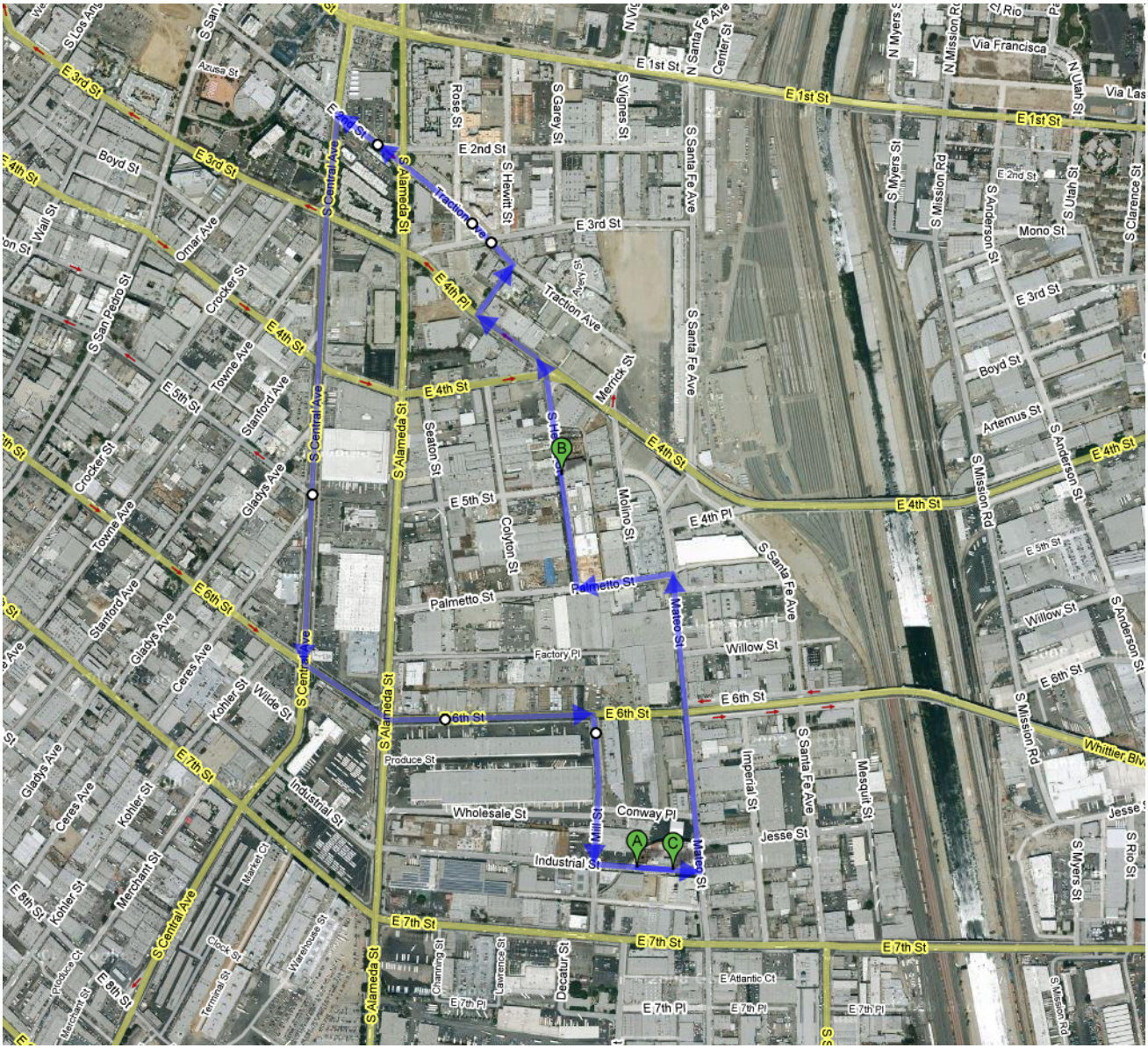
**Subject:** Regional Connector

Regional Connector Proposal does not adequately serve the south and east edges of the plan area.

Increase Frequency of service on the 60 and 760 Bus line. No wait more than 12minutes 24/7.

This will serve 7th street, the south edge of the plan area.

Small, Frequent Shuttle Service from 7th to 1st should be studied. Attached is a quick sketch using google maps. Some arrows are incorrectly oriented. This blue loop, with 3 or 4 small shuttles running 24/7 would be an economic stimulus to the city.





**Subject:** FW: I have a question/comment about the Regional Connector Transit Corridor Study

**Date:** Friday, October 9, 2009 2:37 PM

**From:** Kerman, Ann <KERMANA@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com

Please add to mailing list.

**Ann Kerman**

Constituent Program Manager

Metro Regional Communications

*Central L.A. ~ San Fernando Valley ~ North County*

*Tel: 213-922-7671 ~ fax: 213-922-8868*

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

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**From:** Webmaster

**Sent:** Thursday, August 13, 2009 1:37 PM

**To:** Kerman, Ann

**Subject:** I have a question/comment about the Regional Connector Transit Corridor Study

---

firstName: George  
lastName: Takayama  
organization:  
emailAddress: george\_takayama@yahoo.com  
streetAddress:  
city:  
state:  
zipCode:  
Date: Thursday, August 13, 2009  
Time: 01:36:57 PM

comments:

Please update your website with the meetings that you have been having with the communities. Also as promised during your meetings with the communities, upload the presentations so it would be

available to view on the website. I'm sure you have had numerous meetings from the last updated May 2009.

**Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study**

**Date:** Friday, November 6, 2009 4:25 PM

**From:** Ann Kerman <kermana@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

Please check if we have him on the mail list.

Thanks!

Ann Kerman

Constituent Program Manager  
Regional Communications

***Metro***

Central L.A. ~ San Fernando Valley ~ North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

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**From:** Webmaster

**Sent:** Monday, August 31, 2009 7:03 PM

**To:** Kerman, Ann

**Subject:** I have a question/comment about the Regional Connector Transit Corridor Study

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firstName: Kenneth  
lastName: Hsu  
organization:  
emailAddress: kthsu@earthlink.net  
streetAddress: 100 S. Alameda St., 315  
city: Los Angeles  
state: CA  
zipCode: 90012  
Date: Monday, August 31, 2009  
Time: 07:03:25 PM

comments:

To whom it may concern:



I am a resident at the Savoy Condominium Complex located on Alameda Street and 1st Street. As a resident, I am deeply concerned about the impact that the Regional Connector Project will have on our property and on our neighborhood. We who live in the Little Tokyo area have been enjoying a period of revival and development. It is area characterized by residential developments, small restaurants, shops, and speciality stores. It attracts people from across Southern California. However, the Regional Connector Project, in removing the businesses in the Office Depot block area and replacing it instead with heavy construction, and later continually running trains endangers the character of the neighborhood we live in and enjoy. Please inform me if I am wrong and take this view into consideration. Thank you.

DANIEL K. INOUE  
HAWAII

COMMITTEE ON APPROPRIATIONS,  
CHAIRMAN

SUBCOMMITTEE ON DEFENSE,  
CHAIRMAN

COMMITTEE ON INDIAN AFFAIRS

DEMOCRATIC STEERING AND COORDINATION  
COMMITTEE

COMMITTEE ON RULES AND ADMINISTRATION

JOINT COMMITTEE ON PRINTING

## United States Senate

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**September 18, 2009**

**The Honorable Ara Najarian  
Chairman  
Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012**

**Dear Chairman Najarian:**

**It has come to my attention the Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an environmental process associated with development of a proposed "Regional Connector" project.**

**My office has been informed that the proposed route for the project includes the Los Angeles Little Tokyo community with the transit project potentially constructed adjacent to the Japanese American National Museum and the proposed Nissei Center project. The purpose of this letter is to state my strong interest in this environmental process being conducted by Metro, and its direct relationship to the integrity of the Little Tokyo community and the operational future of the Museum.**

**The Japanese American National Museum is the first museum in the United States dedicated to sharing the experience of Americans of Japanese ancestry as an integral part of the United States history. In addition, the National Museum was established in Los Angeles to preserve the rich heritage and cultural identity of Japanese Americans.**

**Currently, I have the honor to serve as a member of the Board of Governors of the National Museum. My close friend, The Honorable Norman Y. Mineta, former Secretary of Transportation is currently the Chairman of the Board of Governors. We both view the Museum as a national icon and a cultural cornerstone of the Little Tokyo community.**

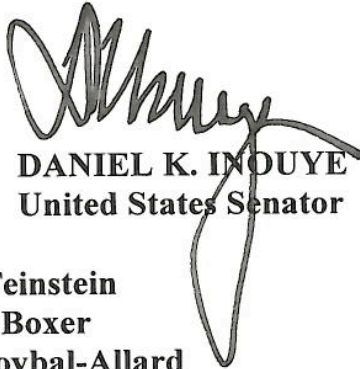
**The Honorable Ara Najarian**  
**September 18, 2009**  
**Page 2**

**As Metro moves forward with the environmental process for the Regional Connector, I strongly urge the Authority to be responsive to concerns and ideas of both residents and businesses located in Little Tokyo. At the same time, please consider the unique characteristics and compelling historic significance of the Japanese American National Museum.**

**Further, I would greatly appreciate it if you would keep me fully informed regarding key milestones of this Metro managed project development process. If you have any questions about this communication or my request, please contact Lori Hamamoto of my staff at (202) 224-6628.**

**Thank you very much for your time and consideration.**

**Aloha,**



**DANIEL K. INOUE**  
**United States Senator**

**cc: The Honorable Dianne Feinstein**  
**The Honorable Barbara Boxer**  
**The Honorable Lucile Roybal-Allard**  
**The Honorable Ray LaHood, Secretary, U.S. Department of Transportation**  
**The Honorable Peter Rogoff, Administrator, Federal Transit Administration**  
**Mr. Arthur Leahy, CEO, LACMTA**

**DKI:lh**

**Subject: FW: regional connector**

**Date:** Wednesday, September 30, 2009 4:29 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau [ginny@therobertgroup.com](mailto:ginny@therobertgroup.com), Clarissa Filgioun [clarissa@therobertgroup.com](mailto:clarissa@therobertgroup.com), Dolores Roybal Saltarelli [roybald@metro.net](mailto:roybald@metro.net), Ray Sosa [sosara@cdm.com](mailto:sosara@cdm.com)

fyi

Ann Kerman  
Constituent Program Manager  
Metro Regional Communications  
Central L.A. ~ San Fernando Valley ~ North County  
Tel: 213-922-7671 ~ fax: 213-922-8868  
Email: [KermanA@metro.net](mailto:KermanA@metro.net)

-----Original Message-----

From: .mac account [<mailto:erictooley1@mac.com>]

Sent: Saturday, September 19, 2009 11:39 AM

To: Regional Connector

Subject: regional connector

regional connector

I support the regional connector Underground Emphasis design and think it would greatly enhance the area of Little Tokyo by making it the crossroads for the entire Los Angeles light rail system. While construction may be disruptive to local business during construction, the outcome will be expanded opportunities for the Little Tokyo area, one of my favorite parts of Los Angeles.

Eric Tooley  
1741 Maltman Ave.  
Los Angeles, CA 90026

firstName: Daniel  
lastName: Delboy  
organization:  
emailAddress: dan@dandelboy.com  
streetAddress:  
city: Los Angeles  
state: CA  
zipCode: 9012  
Date: Sunday, September 27, 2009  
Time: 07:50:22 PM

comments:

This is the biggest waste of time, effort, and (potentially) money I have ever seen, especially seeing as Union Station is just around a mile up Alameda Street. The city of Los Angeles already has some significant money problems. If you are going to spend what we do not have, then how about you people get your collective head out of the clouds, get more train lines rolling and deal with our serious gridlock and traffic problems so as to create some actual PROGRESS?

---

**Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study**

**Date:** Thursday, October 8, 2009 1:39 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Roybal, Dolores ROYBALD@metro.net, Ginny Brideau ginny@therobergroup.com, Clarissa Filgioun Clarissa@TheRobertGroup.com

FYI

**Ann Kerman**

Constituent Program Manager

Metro Regional Communications

*Central L.A. ~ San Fernando Valley ~ North County*

*Tel: 213-922-7671 ~ fax: 213-922-8868*

Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

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**From:** Webmaster

**Sent:** Saturday, October 03, 2009 1:28 PM

**To:** Regional Connector

**Subject:** I have a question/comment about the Regional Connector Transit Corridor Study

---

firstName: MARK  
lastName: JOHNSTON  
organization: TRAC, NARP  
emailAddress: CANAMMJ@YAHOO.COM  
streetAddress: 4185 VN BUREN ST  
city: CHINO  
state: CA  
zipCode: 91710  
Date: Saturday, October 03, 2009  
Time: 01:28:19 PM

comments:

THE UNDERGROUND IS PERFECT IN MY MIND EXCEPT FOR 3 THINGS=  
1/ WHY NOT PUT THE ENTIRE 1ST/ALAMEDA INTERSECTION DEPRESSED AND LET



THE LIGHT RAIL COME UP OUT OF THE TUNNEL AND OVER THE ROADWAYS?  
KEEPS THE CARS AND PEDESTRIANS TOTALLY SEPARATED

2/ NEED A KNOCK OUT PANEL AT 2ND AND CENTRAL-- THIS PROVIDES A ROUTE  
SOUTH ON CENTRAL TOWARDS THE BLUE LINE. ALAMEDA TOO BUSY AND CENTRAL  
IS WIDE GOING SOUTH FOR THE FIRST MILE OR TWO

3/ LOS ANGELES/2ND STREET STATION IS BETTER FOR SPACING PURPOSES AND  
SERVING LITTLE TOKYO.. JUST PUT THE BOX ON THE WEST SIDE OF LOS  
ANGELES STREET WITH A EXTENDED UNDERGROUND PASAGE TOWARDS BROADWAY  
OR, ITS EASIER TO HAVE THE STREETCAR JOG A BLOCK OR TWO THAT TO MEET  
UP WITH THE LIGHT RAIL THAN TO MOVE AN ENTIRE LIGHT RAIL TUNNEL

-----  
TOO BAD THE DOWNCONNECTOR WAS NOT DONE FIRST, LOTS OF THESE PROBLEMS  
WOULD HAVE BEEN ELIMINATED !

-THANKS AND BUILD IT SOONER THAN LATER

**Subject: Re: LTWG materials for distribution**

**Date:** Friday, October 9, 2009 12:53 AM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** ltccjb@aol.com, ltccjb@aol.com, Ginny Brideau ginny@therobertgroup.com

**Cc:** Chris Aihara aihara@jaccc.org, wktakashi@aol.com, wktakashi@aol.com, Clarissa Filgioun Clarissa@TheRobertGroup.com, Kerman KERMANA@metro.net, lcollmann@savoyhoa.com

Hello, Ginny,

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

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

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

Oct. 9, 2009



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

October 9, 2009

Hon. Daniel K. Inouye  
United States Senator  
722 Hart Senate Office Building  
Washington, DC 20510

Dear Senator Inouye:

On behalf of the Los Angeles County Metropolitan Transportation Authority (MTA), I greatly appreciate your interest in the Regional Connector Transit Corridor Study and welcome the opportunity to respond to your specific concerns about the project's impact on the Japanese American National Museum and the Little Tokyo community.

The intent of our efforts is to improve the environment around the Museum, as well as public access to the Museum and Little Tokyo. In your position as a Board member of the Museum, your knowledge and sensitivities regarding the Museum and the Little Tokyo community are invaluable as we move forward in this transit planning process. Please be assured that MTA will continue to engage the Little Tokyo community in the planning process and be responsive to the concerns raised. Over the past six months alone, we have held 14 meetings/sessions with community leaders in Little Tokyo. We understand that the Japanese American National Museum is not only a cornerstone of the Little Tokyo community, but also plays a vital role in the preservation of the rich heritage and cultural identity of Japanese Americans.

On January 22, 2009 the MTA Board reviewed and approved the Regional Connector Alternatives Analysis study and also authorized staff to enter the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/R) phase of the project. Four alternatives are currently undergoing an extensive environmental review, and the benefits/impacts of the alternatives are being evaluated. We are still in the formative stages of the planning and outreach process, and expect to have the DEIS/R completed by the summer of 2010. As we move forward toward that objective, we continue to engage in community participation efforts with all stakeholders throughout the project area.

Community participation is a key foundation of the DEIS/R phase. In addition to urban design workshops, ongoing stakeholder meetings and community update meetings, MTA has established a Little Tokyo Working Group to specifically address concerns from the community. Working with the Planning and Cultural Preservation Committee (PCPC), a subcommittee of the Little Tokyo Community Council, MTA has developed a framework to discuss cultural preservation, parking, the Alameda crossing and physical barriers,

The Honorable Daniel K. Inouye  
October 9, 2009  
Page 2 of 2

construction phasing and methodology and exploring creative opportunities to support business during construction.

In closing, we believe strongly that in this challenging economy this transit project has the potential to reinvigorate Little Tokyo as a world class tourist destination, highlighting the continued relevance of this unique community as an integral part of the cultural and business fabric of Los Angeles County. I am pleased that MTA representatives had the opportunity to meet with your aide Lori Hamamoto on September 30, 2009 at your office in Washington, D.C. to discuss the concerns outlined in your correspondence and we look forward to continuing a close dialogue with you and your staff as the project progresses.

Sincerely,

A handwritten signature in black ink that reads "Ara Najarian". The signature is written in a cursive, flowing style.

Ara Najarian  
Chairman

cc:

The Honorable Dianne Feinstein  
The Honorable Barbara Boxer  
The Honorable Lucille Roybal-Allard  
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation  
The Honorable Peter Rogoff, Administrator, Federal Transit Administration  
Arthur T. Leahy, Chief Executive Officer, LACMTA  
MTA Board of Directors

**Subject: re: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009**

**Date:** Monday, October 12, 2009 3:41 PM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** Ginny Brideau ginny@therobertgroup.com

**Cc:** rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, lftmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org, aol.com Paul Yeh paulyehster@gmail.com, Linda Blakeman linda@emseminars.com, Lynne Collmann lcollmann@savoyhoa.com, salumassoc@aol.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com

Ginny,

I just read the Meeting Summary of Oct. 1, 2009, at Little Tokyo's JACC building. You have mentioned that I have requested Government guidelines regarding sending out notices. However, I also asked a question in the meeting which you seem to have missed. I said that according to my experience as a real estate broker for over 30 years, and involved in various development projects, I believe that it is a legal requirement to send out written notice by mails to the immediate community of the project. And I asked the question to Mr. Ray Sosa to confirm, but he said that he did not know.

Again, the following is a more accurate description of what took place during the meeting. Please make corrections. (I have copied a portion of the Summary regarding me. I am resending Sep. 17, 2009 Meeting Summary response to concerned people, including copy from the Summary regarding me.)

Andrew Lin stated that he is a real estate broker over 30 years, and is familiar with zone changes and legally required public hearings to nearby community of the project. He has worked with Goldrich and Kest, and other development projects. He read from the Public Hearing notice on one of the projects that was sent to Savoy owners from Los Angeles City Planning Department. The notice read, "TO PROPERTY OWNERS AND OCCUPANTS WITHIN A 500 FOOT RADIUS". He said he believes that since the proposed project would generate about 22 trains per hour crossing the property, or 220 trains per day, that will constitute a major zone change, and requires written public hearing notices to be sent out by mails to the immediate community, as required by laws. He asked the question to Mr. Ray Sosa because he has Urban Study degree, but Mr. Sosa said that he did not know. Other traffic count is as high as 44 trains per hour, or 440 trains per day, but Mr. Lin said he is not sure which is the accurate figure.

Oct. 12, 2009

Comments as typed by Ginny

Environmental Impact Report/Statement to date, including outreach to the Savoy. Andrew Lin requested information regarding NEPA and CEQA guidelines as it relates to public notifications.

Dolores Roybal Saltarelli, Metro Project Manager, briefed the Working Group on the purpose and need for the Regional Connector. She noted that the Red Line has historically been considered by Metro as an interim connector through Downtown Los Angeles, with the Regional Connector as a longer term solution. Further, as Metro continues to expand the Light Rail Transit (LRT) system, the 7th/Metro Center and Union Station will begin to reach capacity. The best way to address station capacity issues as well as the lack of connectivity between light rail lines is to remove the need to transfer at both stations. By removing transfers and by providing uninterrupted service through Downtown Los Angeles, the LRT system can serve more transit riders and station

Hello, Ginny,

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

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

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

Oct. 9, 2009

Comments as typed by Ginny

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

3108 Los Feliz Boulevard 323.669.9100 Phone [www.therobergroup.com](http://www.therobergroup.com) <<http://www.therobergroup.com>>  
Los Angeles, CA 90039 323.669.9800 Fax [info@therobergroup.com](mailto:info@therobergroup.com)

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

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



**Subject: FW: Downtown Connector Inquiry**

**Date:** Monday, October 12, 2009 1:27 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** 'Clarissa Filgioun' Clarissa@TheRobertGroup.com, Ginny Brideau ginny@therobertgroup.com

fyi

Ann Kerman

Constituent Program Manager

Metro Regional Communications

*Central L.A. ~ San Fernando Valley ~ North County*

*Tel: 213-922-7671 ~ fax: 213-922-8868*

Email: KermanA@metro.net <mailto:KermanA@metro.net>



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**From:** Damien Goodman [mailto:damienwg@gmail.com]

**Sent:** Monday, October 12, 2009 6:41 AM

**To:** Roybal, Dolores

**Cc:** Leahy, Arthur; Cannell, Mike; Regional Connector

**Subject:** Downtown Connector Inquiry

Hello Ms. Roybal Saltarelli:

I have a few questions regarding the Downtown Connector project, specific to the "underground emphasis" alternative:

1. Please specify which portions of the guideway are currently envisioned to be cut-and-cover, bored tunnel and at-grade.
2. Please explain the justification for constructing the WYE at-grade as opposed to underground.
3. Please explain the justification for not considering moving the Little Tokyo from at-grade on the northeast corner of 1st/Alameda to underground on the southwest corner of 1st/Alameda.

4. What are the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.
5. What is the anticipated travel time between the Chinatown Station to Little Tokyo station, given the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.
6. Please provide the FTA standard cost categories breakdown.

Your prompt response is greatly appreciated.

All the best,  
Damien Goodman  
damienwg@gmail.com  
323.845.2003

Citizens' Campaign to Fix the Expo Rail Line: Safety - Community - JUSTICE!  
www.FixExpo.org <<http://www.FixExpo.org>>

**Subject: Savoy participation?**

**Date:** Wednesday, October 14, 2009 11:57 PM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** Ginny Brideau ginny@therobergroup.com

**Cc:** Kerman KERMANA@metro.net, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, ltmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org

Hello, Ginny,

Please do not use the phrase “Savoy Participation” in your Regional Connector writings. The only meeting with Metro that Savoy ever had was on Sep. 29, 2009, all the time Metro was doing the Regional Connector project study since 2006. You were conducting study behind our back during the past three years, and you did not notify us in written mails all this time, when you should have done so from the very beginning of the study you are conducting. Yet, you have already conducted three “Public Meetings” in past three years.

The Savoy community found out about the project basically by chance and rumors recently. To show you how outraged we the Savoy community are, we collected more than 200 signatures opposing the project, within one month’s time. And I am sure you remember the master of ceremony, Mr. Alfred Chang, said at the end of the meeting in quiet and polite, yet resolute way that unless you, Metro, cancel the plan of First and Alameda, we will fight you all the way till the end. I believe that the community who can afford to buy such condominiums are all successful professionals in their businesses and experiences, and resourceful. I protest to the use of phrase “Savoy Participation”. Please do not try to mislead the public, and Washington DC.

You mentioned here that you dropped off 310 copies of flyers to Savoy Management Office on Oct. 26, 2007. However, I am curious, that is this the way you at Metro communicate with other people? Come and get it, and if you happened to miss to pick up the flyer, that is your problem, tough luck, because I already communicated with you? Savoy’s office is more than busy enough to handle daily chores for over 300 units. Besides, are you so simple minded to think that just simply dropping 310 copies of flyers means that you have communicated with all the Savoy community, and it becomes Savoy office’s responsibility to make sure that everyone gets the copy? So that you are relieved of your own responsibility?

The sure way is to send the notice by mails. It was, and still is, your responsibility to notify the immediate community of the project. Especially when you call the project of “Regional” magnitude, it is your responsibility to make sure that all the immediate community receive notices specifying Who, What, How, Why, Where, and When. When you consider more than 220 trains, or more, are going to traverse the property, don’t you think that you should alert the entire community to this fact? This project you call it a subway exchange HUB. Or maybe it is better to keep it a secret, for whatever the reason?

Can you tell us how many trains pass through Union Station each day? I am sure that Metro has an accurate account of the traffic.

Savoy condominiums building is more than four stories high, about 50 feet high building covering the entire city block, since 2005. One can not miss such a huge building unless one is blind, or does not wish to acknowledge its existence. Considering especially when it is about the same land size of the Project site, right across the street on Alameda Street, how could you, and all Metro staffs, miss the Savoy community all these years? The Project is your work day in and day out for over three years. You have chosen not to notify Savoy Community all these years. You have chosen to circumvent Savoy owners.

Ann Kerman apologized during the Sep. 29, 2009, meeting and said that she did not know how it happened this way that none of the Savoy owners received any notices. However, the damages you have already caused, and continuing to cause, to Savoy community is not something that you, Metro, can simply excuse yourself by saying that I didn't know what happened. This project is your work day in and day out, and you should know what is happening. And if you did not know, you should have known.

Please consider this fact. The project is your work, but this is our home, and so is to Little Tokyo.

Andrew Lin

Oct 14, 2009

**Subject: Re: Mailing Address for Gold Line Opening Day**

**Date:** Monday, October 19, 2009 4:54 PM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** Ginny Brideau ginny@therobergroup.com

**Cc:** roybald@metro.net, Kerman KERMANA@metro.net, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, rdv@volkproperties.com, dagaribay@sbcglobal.net, stsuyeda@gmail.com, naraki@janm.org, ckomai@janm.org, moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, hinishimura@msn.com, lftmanjuman@msn.com, Cazspaz@aol.com, handatoshio@gmail.com, mnauyok@moca.org

Hello, Ginny,

Thank you, but an invitation to Gold Line ceremony will not be necessary. I am more concerned about the Regional Connector and its damaging impact it will bring to the community. I wished you have sent notice to me and all of the Savoy residents, and Little Tokyo community, about the Regional Connector when you started study about three years ago, just like you are sending me notice about the Gold Line.

I am just curious that when Metro built Gold Line, why have they not thought of connecting the Gold Line to what Metro is proposing now in the Regional Connector? If it is only 1.8 miles distance, why Metro did not Mater Plan it three years ago and synchronized everything before they built Gold Line? So why are you studying the Regional Connector for the past three years, while you are building Gold Line, and trying to connect Gold Line now through Regional Connector? And now you have just finished the Gold Line Extension. You could have done that three years ago altogether, is it not? It tells me that something is not right. It is either Metro made a big mistake in the Mater Plan, or the Master Plan was not a good one to start with. In either case, now you want us the local community to take the blunt of your mistakes.

How is the local community's response? We the local community is so outraged that Savoy community collected over 200 signatures against the project within one month's times since we learned of the project recently. And Little Tokyo collected over 300 signatures against the project within two months' time since they learned of the project recently. So there are over 500 people opposing the project, as of one months ago. Little Tokyo's signatures were presented to Metro's Board at the Metro's Board meeting on Sep. 24, 2009.

1. You wanted me to confirm to you that I have received two government guidelines when we were on the phone. So I acknowledged the receipt by email. Since then you have sent out Meeting Summary for Sept. 17, 2009 and Oct. 1, 2009 at Little Tokyo Cultural Center, and I have responded to those two summaries about what it said about my part, but you have not replied to me. Please send me the corrected summaries, as they were filled with mistakes the way they were written about my part.

2. Also please remove the phrase "Savoy Participation" from your writings, because there were never any Savoy Participation in past three years. It is obvious that Savoy owners could not have participated at all, even if we wanted to, because none of us were ever notified by mails, and we never knew that you were conducting study for the past three years,

until we learned of the project from rumors.

3. I also requested statistics on Union Station's daily train traffic, as I am curious to know how those number will compare with the Regional Connector HUB that you are trying to build. You are trying to sell to us that it is a very nice project. But we must politely say to you, "Thanks, but no thanks." More than 500 people have spoken, so far.

4. Also I am not able to find Mr. Ray Sosa's email. I tried to find his address in the Regional Connector internet site, but I don't see it. Can you please send me his email address?

Thank you for your attention to these matters.

Andrew Lin 10-19-09

---

**From:** Ginny-Marie Brideau <Ginny@TheRobertGroup.com>

**To:** Andy Lin <seavu8@yahoo.com>

**Sent:** Mon, October 19, 2009 1:30:28 PM

**Subject:** Mailing Address for Gold Line Opening Day

Mailing Address for Gold Line Opening Day I am looking to get your mailing address so that I can send you an invitation for the opening day of the Metro Gold Line Eastside Extension. Could you send this to me?

Thanks!

---

Ginny-Marie Brideau  
Project Manager  
The Robert Group  
ginny@therobertgroup.com

(o) 323.669.7654  
(f) 323.669.9800  
(m) 213.248.0698



**Subject: FW: Regional Connector**

**Date:** Tuesday, November 3, 2009 10:43 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

[Regional Connector email:](#)

---

**From:** Gilbert Garcia [mailto:Gilbert.Garcia@zionsbancorp.com]

**Sent:** Wednesday, October 28, 2009 8:39 AM

**To:** Regional Connector

**Subject:** Great

This is a great idea. This should absolutely get done ASAP.

The light rail from 1st to blue line on washington is a good idea.

gil Garcia

**Subject: FW: Regional Connector : 1st/Alameda-Nikkei Center**

**Date:** Tuesday, November 3, 2009 10:43 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

[Regional Connector Email:](#)

---

**From:** Jerard Wright [mailto:wrightconcept@gmail.com]

**Sent:** Friday, October 30, 2009 8:37 AM

**To:** Roybal, Dolores

**Cc:** Kerman, Ann; Regional Connector

**Subject:** Regional Connector : 1st/Alameda-Nikkei Center

Dolores,

Can you give me a confirmation if the project team has in fact re-introduced Underground Alternative 6 or 8 from the Alternatives Analysis into the study, per the request of the Nikkei Center developer? There are a couple of blogs that are reporting this as fact yet there has been no reply from any of the Regional Connector project team, It would be nice if this is the case, however some actual confirmation would be nice.

Here's the links:

<http://blog.littletokyouunplugged.org/2009/10/5th-option.html>

<http://blogdowntown.com/2009/10/4806-little-tokyo-asks-metro-to-study-gradeseparated>

--

The Wright Concept  
Jerard Wright  
wrightconcept@gmail.com

**Subject: FW: [Regional Connector]**

**Date:** Tuesday, November 3, 2009 10:42 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

Regional Connector email:

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Monday, November 02, 2009 9:07 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Lisa

Last Name: Pease

Email: lpease@gte.net

Phone: 213-221-7746

URL: <http://beta.metro.net/admin/feedback/comment/3/>

-----  
As someone who rides Metro everyday from Union Station to downtown, I really wish you wouldn't put the connector so close to the existing lines.

Why not run from 7th and metro via 9th to the Garment/Flower district, have ONE stop there, and then continue on to the Little Tokyo station?

There is no shopping in downtown, save a couple of hotel shops and the Macys Plaza on 7th. But if people at the hub of 7th and Metro could hop over to the Garment District during lunch, the city's businesses would profit dramatically.

There just isn't enough to draw one to the other areas - it's all bars and restaurants, or nothing.

Please, please give us some shopping access!

And please - run a line out to Glendale. I can get to Pasadena by Metro, but have to take Metrolink to get to Glendale, and even then, not to shopping. It's sad what I can't get to, and I'm a huge fan of Metro. Please, give us access to shopping places with CLOTHES, not FOOD.

**Subject: FW: [Metro.net] customer comment**

**Date:** Thursday, November 5, 2009 1:27 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

From Regional Connector email

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Tuesday, November 03, 2009 7:11 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Lisa

Last Name: Vasquez

Email: Okifille@yahoo.com

Phone: 213-621-0447

URL: <http://beta.metro.net/admin/feedback/comment/4/>

-----

I strongly urge the MTA to avoid displacing the existing businesses and decreasing the quality of life for those of us who live at the Savoy Condominiums. I think it would be cheaper and less disruptive to route the regional connector on/through the Parker Center property that will be vacated soon. The MTA could even consider creating a transportation village/retail center in tandem with the connector on that property instead.

Thank you for considering this opinion.

-----

**Subject: FW: Letter: Little Tokyo light rail**

**Date:** Thursday, November 5, 2009 1:26 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: James Fujita [mailto:jim61773@yahoo.com]

Sent: Wednesday, November 04, 2009 5:01 PM

To: online@rafu.com

Cc: Regional Connector; aihara@jaccc.org; bw@ltsc.org; cishii@jaclpsw.org

Subject: Letter: Little Tokyo light rail

To the editor:

I am very concerned about some NIMBY attitudes that I have recently noticed in Little Tokyo.

In just a few days, the much-needed Metro Gold Line Eastside Extension will open. At the same time, the MTA has been planning a Regional Connector light rail line, which will also help Little Tokyo. These two projects will help Little Tokyo remain a vibrant neighborhood by drawing in visitors to the area.

Unfortunately, this won't happen if NIMBYs prevail in the ongoing discussions with the MTA over rail transit. Already, the Japanese American National Museum and the Japanese American Citizens League have come out against the project. The Little Tokyo Community Council recently voted to oppose both of the MTA's options for the Regional Connector.

This decision makes no sense. It is quite reasonable to negotiate with the MTA and ask for changes to be made to the existing plans. There is nothing wrong with proposing new options.

However, to take a hard-line stance against the project forces the Little Tokyo community into adversarial position. It is close-minded and eliminates any chance for a compromise.

I would support an underground station at First and Alameda if it could be done without adversely affecting the Nikkei Center or the Nishi Hongwanji temple. However, I hope that Little Tokyo residents would be willing to consider the at-grade crossing if the underground route turns out to be not possible.

- James Fujita



**Subject: FW: JACL-PSW Board Resolution on Metro Regional Connector**

**Date:** Friday, November 6, 2009 12:44 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ray Sosa <sosara@cdm.com>, "JacksonVF@CDM.com" <JacksonVF@CDM.com>, Helene Kornblatt <kornblatt@cdm.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

[Here's the resolution from the JACL-PSW](#)

**Ann Kerman**

Constituent Program Manager

Regional Communications

**Metro**

*Central L.A. ~ 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:** Kristin Fukushima [mailto:kfukushima@jaclpsw.org]

**Sent:** Thursday, November 05, 2009 6:42 PM

**To:** Regional Connector; Kerman, Ann

**Subject:** JACL-PSW Board Resolution on Metro Regional Connector

Dear Dolores and Ann,

Hello, this is Kristin Fukushima from the Japanese American Citizens League Pacific Southwest District. I believe I have met both of you a few times at the various LTCC meetings and working group sessions, and I'm sure you know my supervisor, Craig Ishii (Regional Director).

Our Board met about a month ago and passed a resolution regarding our position on the Regional Connector. It occurred to us that while many people in Little Tokyo have seen it, MTA might also be interested in hearing the thoughts and concerns of some of the community members. The aforementioned resolution is attached on this email for your perusal. If you are interested in pursuing further conversation regarding the resolution, please feel free to contact myself, either at this email or at

our office telephone (213.626.4471).

Thank you so much for your time! I look forward to continued dialogue with you all.

Best,  
Kristin

--

Kristin Fukushima  
Public Policy Coordinator  
Japanese American Citizens League - Pacific Southwest District  
244 S. San Pedro St. Suite 406  
Los Angeles CA, 90012  
kfukushima@jacpsw.org **\*\*Note the Change of Email**  
tel. (213) 626-4471  
fax (213) 626-4282

.....  
**JACL PSW October/November News Bytes**

**JACL-PSW Honors Individuals Who Have Worked to Bridge Communities** <[http://www.jacpsw.org/index.php?option=com\\_content&view=article&id=107&Itemid=27](http://www.jacpsw.org/index.php?option=com_content&view=article&id=107&Itemid=27)>  
**The 2010 JACL Pacific Southwest District Annual Report** <[http://www.jacpsw.org/index.php?option=com\\_content&view=article&id=54&Itemid=37](http://www.jacpsw.org/index.php?option=com_content&view=article&id=54&Itemid=37)>  
**PSW Welcomes Kristin Fukushima as the new Public Policy Coordinator** <[http://www.jacpsw.org/index.php?option=com\\_content&view=article&id=78&Itemid=2](http://www.jacpsw.org/index.php?option=com_content&view=article&id=78&Itemid=2)>

**Visit [www.jacpsw.org](http://www.jacpsw.org) <<http://www.jacpsw.org>> for more information on upcoming programs in the JACL Pacific Southwest District!**

**Visit [www.jacl.org](http://www.jacl.org) <<http://www.jacl.org>> for news and updates about National JACL.**

**A resolution of the Pacific Southwest District Board of the Japanese American Citizens League opposing the current Build Options presented by the Los Angeles County Metropolitan Transportation Authority for a Metro Regional Connector Build in Little Tokyo for the interest of community preservation.**

**WHEREAS**, JACL's mission includes work to preserve the heritage and legacy of the Japanese American community; and

**WHEREAS**, the Pacific Southwest District is committed to community preservation for Little Tokyo; and

**WHEREAS**, Little Tokyo is a recognized historical Japanese enclave, and one of the last three remaining Japantowns in the United States; and

**WHEREAS**, the Pacific Southwest District find all the current build options proposed by Metro for a Regional Connector to be built in Little Tokyo unacceptable in their impact on small businesses, residents, community events, parking, and the longevity of construction; and

**WHEREAS**, the Pacific Southwest District recognizes and understands the importance of mass-transit, particularly for the county of Los Angeles, and therefore is interested in finding the best possible solution for both Los Angeles as well as Little Tokyo; and

**WHEREAS**, it is vital that a build option is offered that significantly contributes and promotes a prosperous and thriving Little Tokyo, particularly if Little Tokyo is asked to give up already scarce property; and

**NOW, THEREFORE, BE IT RESOLVED** that the Pacific Southwest District Board of JACL considers all options as put forth by Metro for a Regional Connector in Little Tokyo to be inadequate or a threat to the sustainability of Little Tokyo; and

**BE IT FURTHER RESOLVED** that should Metro proceed with a Regional Connector build in Little Tokyo, we understand that disruptions will occur, and therefore to diminish the burden of construction and its aftermath on the Little Tokyo community, there must be appropriate mitigations mandated such as:

- a) Minimal disruption to businesses;
- b) Minimal disruption to residents;
- c) Minimal disruption to parking;
- d) Minimal disruption to community events;
- e) In the event of an underground or at-grade line built, an accompanying Little Tokyo station;
- f) Minimal disruption to the Go For Broke monument,
- g) Minimal disruption to the Japanese American National Museum;
- h) Transparency from Metro throughout the process particularly around perceived disruptions, and for Metro to then work with community groups to find the best solution; and

**BE IT FINALLY RESOLVED** that the Pacific Southwest District Board of JACL believes it is imperative that there is a build option that would preserve a historical Little Tokyo and promote a vibrant and thriving community – be it a new one or a current option with proper mitigations.

**Subject: Fw: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009**

**Date:** Friday, November 6, 2009 5:44 PM

**From:** Andy Lin <seavu8@yahoo.com>

**To:** Ginny Brideau ginny@therobertgroup.com

**Cc:** Robert Volk rdv@volkproperties.com, Darryl Garibay dagaribay@sbcglobal.net, stsuyeda@gmail.com, Nancy Araki naraki@janm.org, ckomai@janm.org, Miyoko Oshima moshima@janm.org, akikumura@janm.org, awiseman@moca.org, arlene@levyaffiliated.com, Howard Nishimura hinishimura@msn.com, Brian Kito LTMANJUMAN@MSN.COM, Cazspaz@aol.com, Toshio Handa handatoshio@gmail.com, Michael Nauyok mnauyok@moca.org, Lynne Collmann lcollmann@savoyhoa.com, Paul Yeh paulyehster@gmail.com, Jaime Altamirano j.altamirano.jr@gmail.com, Alfred Chang alfred.chang@gmail.com, nicsinger eric enicsinger@yahoo.com, Lawrence Ng lawrence@oversee.net, june berk juneaochiberk@aol.com, Andy Lin seavu8@yahoo.com, mjs00CA@yahoo.com, Linda Blakeman linda@emseminars.com, salumassoc@aol.com, smrkuo@gmail.com, heera heera heera0608@hotmail.com, Masao Okamoto m.okamoto@moainc.net, Dolores Roybal Saltarelli roybald@metro.net

Hello, Ginny,

I have sent my responses to what you wrote on the Meeting Summary minutes, and requested that you send me corrected minutes. However, despite my repeated requests, you have refused to do so. Since the letter I sent to you Oct. 12, 2009, a copy is attached below, it has been almost one month already. I do not understand why you refuse to write minutes to reflect what took place during the meetings, actually a simple straight forward matter. Instead, you are using creative writing, and omissions, to paint totally erroneous pictures. This is misrepresentation of reality, and in addition it is done intentionally. When you consider that there were 60 to 70 people present at the meetings to witness what happened, your behavior is quite daring. This is a practice of deception, and a campaign of distributing misinformation.

It is somewhat like that of False Advertisement. However, in case of trying to raise money using these false and intentionally deceptive information, I think there are more serious terms for this kind of practice.

I have communicated with you long enough, and waited long enough. I have asked you face to face, again, at Japanese Museum on Oct. 27, 2007, when Little Tokyo Community Council voted on their resolution. Yet, to this date, you have not respected my requests. So I think that your intention is clear.

If I do not receive corrected minutes within a few days, I have no choice but to report the misconduct to higher authorities. I am sure that you are prepared to be accountable for your actions and take its consequences. It is not a small matter to present false information to Federal Government, and in addition trying to raise money from these false information.

Also, please tell me, tell us, where do you send these minutes to? In this day of financial turmoil on Wall Street, and resulting Great Recession we are in because of false figures and information Wall Street institutions gave, Congress, Treasury, and Federal Reserve Board are all calling for transparency in financial dealing and individual accountability. Shouldn't you at Metro do the same thing to us tax payers?

Andrew Lin

Nov. 6, 2009

Ps 4. Also what happened to the minutes of Metro presentation at Savoy HOA meeting

on Sep. 29, 2009? It has been over one month but Ginny has not sent us anything. Of course you know there was a heated discussion during the meeting and Savoy community. It was more like a community outrage because Metro has circumvented Savoy, and Little Tokyo, for the past three years. This was the first, and the only presentation by Metro about the Regional Connector to over 300 owners at Savoy, during all these years of Metro's study. Nevertheless, minutes are to reflect what took place during the meetings. Nothing more. The lack of this Savoy minutes is conspicuous.

----- Forwarded Message -----

**From:** Andy Lin <seavu8@yahoo.com>

**To:** Ginny Brideau <ginny@therobertgroup.com>

**Cc:** rdv@volkproperties.com; dagaribay@sbcglobal.net; stsuyeda@gmail.com; naraki@janm.org; ckomai@janm.org; moshima@janm.org; akikumura@janm.org; awiseman@moca.org; arlene@levyaffiliated.com; hinishimura@msn.com; ltmanjuman@msn.com; Cazspaz@aol.com; handatoshio@gmail.com; mnauyok@moca.org; aol.com Paul Yeh <pauyehster@gmail.com>; Linda Blakeman <linda@emseminars.com>; Lynne Collmann <llcollmann@savoyhoa.com>; salumassoc@aol.com; Jaime Altamirano <j.altamirano.jr@gmail.com>; Alfred Chang <alfred.chang@gmail.com>; nicsinger eric <enicsinger@yahoo.com>; Lawrence Ng <lawrence@oversee.net>; june berk <juneaochiberk@aol.com>; Andy Lin <seavu8@yahoo.com>; mjs00CA@yahoo.com

**Sent:** Mon, October 12, 2009 3:41:34 PM

**Subject:** re: Meeting Summary of Sep. 17, 2009 and Oct. 1, 2009

Ginny,

I just read the Meeting Summary of Oct. 1, 2009, at Little Tokyo's JACC building. You have mentioned that I have requested Government guidelines regarding sending out notices. However, I also asked a question in the meeting which you seem to have missed. I said that according to my experience as a real estate broker for over 30 years, and involved in various development projects, I believe that it is a legal requirement to send out written notice by mails to the immediate community of the project. And I asked the question to Mr. Ray Sosa to confirm, but he said that he did not know.

Again, the following is a more accurate description of what took place during the meeting. Please make corrections. (I have copied a portion of the Summary regarding me. I am resending Sep. 17, 2009 Meeting Summary response to concerned people, including copy from the Summary regarding me.)

Andrew Lin stated that he is a real estate broker over 30 years, and is familiar with zone changes and legally required public hearings to nearby community of the project. He has worked with Goldrich and Kest, and other development projects. He read from the Public Hearing notice on one of the projects that was sent to Savoy owners from Los Angeles City Planning Department. The notice read, "TO PROPERTY OWNERS AND OCCUPANTS WITHIN A 500 FOOT RADIUS". He said he believes that since the proposed project would generate about 22 trains per hour crossing the property, or 220 trains per day, that will constitute a major zone change, and requires written public hearing notices to be sent out by mails to the immediate community, as required by laws. He asked the question to Mr. Ray Sosa



**Little Tokyo Community Council**  
369 East First Street  
Los Angeles, California 90012  
213 **625.0414** ext **5720**  
Fax 213 **625.1770**  
<http://ltcc.janet.org>

November 9, 2009

The Honorable Ara Najarian  
Chairman  
Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Downtown Regional Connector  
Second Motion from LTCC

Dear Mr. Najarian:

After further review of the options that have been presented to the Little Tokyo community on the Downtown Regional Connector by the Metro Planners, the Little Tokyo Community Council adopted the following resolution at the LTCC meeting on November 3, 2009:

#### **MOTION**

**While supporting improving the public transit system for the City and County of Los Angeles, the Little Tokyo Community Council opposes the two build options as currently proposed by the MTA for the Downtown Regional Connector. We urge that MTA explore other options.**

This motion is in addition to the motion that was approved by the Little Tokyo Community Council at the October 27, 2009 meeting:

#### **MOTION**

**The Community Council is in favor of the further exploration of continuing the Underground Emphasis Option, which currently tunnels underground at 2nd Street by continuing tunneling under 1st and Alameda and providing Little Tokyo with a station under the present Gold Line Little Tokyo/ Arts District Station, subject to the approval of the Nikkei Center, LLC, and the Nishi Hongwanji Buddhist Temple, and protecting the integrity and property of the Nishi Hongwanji Temple.**

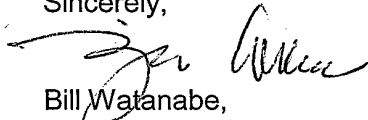
*"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."*

The Little Tokyo Community Council, an organization of over 90+ businesses, nonprofit community based organizations, religious, educational and resident associations, hopes to continue working with the MTA in identifying a solution for the Downtown Regional Connector that would not only benefit the Greater Los Angeles area, but would also continue to grow Little Tokyo to be an economically viable partner in the City's future plans.

The Little Tokyo Community Council respectfully urges the Metropolitan Transit Authority to consider the above motions of the Little Tokyo Community Council

Thank you very much for your consideration.

Sincerely,



Bill Watanabe,  
Chair, Little Tokyo Community Council

cc:

The Honorable Daniel K. Inouye, Chairman, Senate Appropriations Committee  
The Honorable Norman Mineta, former Secretary of Transportation  
The Honorable Dianne Feinstein, Member, U.S. Senate  
The Honorable Barbara Boxer, Member, U.S. Senate  
The Honorable Lucile Roybal Allard, Member, U.S. House of Representatives  
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation  
The Honorable Peter Rogoff, Administrator, Federal Transit Administration  
The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles  
The Honorable Gloria Molina, Supervisor, Los Angeles County  
The Honorable Jose Huizar, Council Member, Los Angeles City Council  
The Honorable Jan Perry, Council Member, Los Angeles City Council  
The Honorable Don Knabe, Supervisor, Los Angeles County  
The Honorable Michael Antonovich, Supervisor, Los Angeles County  
The Honorable Mark Ridley-Thomas, Supervisor, Los Angeles County  
The Honorable John Lopez, Member, State Assembly, California  
The Honorable Gil Cedillo, Member, State Assembly, California  
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority  
Members of the MTA Board of Directors

cc: LTCC Board of Directors:

Alan Kumamoto, 1st Vice Chair, Kumamoto Associates  
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.  
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.  
Kei Nagao, Co-Secretary, J-Town Voice  
Eric Kurimura, Nishi Hongwanji Buddhist Temple  
Chris Aihara, Past Chair, Japanese American Cultural & Community Center  
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA  
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple  
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association  
Craig Ishii, Japanese American Citizens League  
Goro Endo, Union Church of Los Angeles  
Little Tokyo Community Council Board of Directors (continued)



Ken Kasamatsu, Pacific Commerce Bank  
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association  
Jeff Liu, Visual Communications  
Tatsushi Nakamura, Japanese Prefectural Association  
Wilbur Takashima, Little Tokyo Teramachi Owners Association  
Satoru Uyeda, SK Uyeda Investments  
Hiroshi Yamaguchi, Japanese Community Pioneer Center  
Akemi Kikumura Yano, Japanese American National Museum  
Evelyn Yoshimura, Little Tokyo Residents Association



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: DAN GARCIA	
Organization/ Organización/ 団体名: DOWNTOWN RESIDENT	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: DAN.GARCIA@GMAIL.COM	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT  
YOUR UNDERGROUND OPTION.  
I THINK THIS IS A MUCH NEEDED  
PROJECT ~~AND~~ AND APPRECIATE YOUR  
WORK. (I ALSO SUPPORT THE  
2ND ST DOWNTOWN STATION)

THANKS, DAN

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: DAN GARCIA	
Organization/ Organización/ 団体名: DOWNTOWN RESIDENT	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: DAN.GARCIA@GMAIL.COM	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT  
YOUR UNDERGROUND OPTION.  
I THINK THIS IS A MUCH NEEDED  
PROJECT ~~AND~~ AND APPRECIATE YOUR  
WORK. (I ALSO SUPPORT THE  
2ND ST DOWNTOWN STATION)

THANKS, DAN

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>LAWRENCE ALDAVA</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>LAWRENCE.ALDAVA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

*I SUPPORT THE UNDERGROUND ALTERNATIVE. I AM  
VERY EXCITED ABOUT THIS PROJECT! PLEASE BUILD IT  
SOON AND BEGIN RESHAPING LOS ANGELES.  
THANK YOU!*

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



11-5-09  
Pasadena Mtg

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Sonja E. McIntosh	
Organization/ Organización/ 団体名: Self & The Public	
Address/Dirección/住所・所在地: 2725 Mimosa St. Alhambra Calif. 91823	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

We need more buses of safety there.

You can carry more items, children, etc. with you

You are near <sup>the</sup> ~~your~~ place you took the bus for  
Elevators & escalators & steps 80+ are too

Subway  
rail  
lines  
surly drivers

exhausting. Seniors don't travel as much as  
used to, because of MTA problems as above &

The money is extravagant. Every govt.  
entity is broke (almost every city, etc.).

Stop spending. Taxpayers can't pay  
of hands.

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



**Subject: FW: [Metro.net] customer comment**

**Date:** Monday, November 23, 2009 1:49 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 8:18 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: James

Last Name: Fujita

Email: jim61773@yahoo.com

Phone:

URL:

-----  
I'm glad to see that the MTA was able to find a way to build the regional connector underground at First and Alameda.

While I am concerned about the cost, I think that the newest proposal will provide Little Tokyo supporters with an alternative that we can stand behind.

I like the idea of an underground station at the "Office Depot" block and I am curious to see what, if anything will be built there. The neighborhood lacks open space and perhaps a pocket park can be placed there.

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METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>MISA LUND</i>	
Organization/ Organización/ 団体名: <i>-</i>	
Address/Dirección/住所・所在地: <i>523 W. SIXTH ST. #1200 LOS ANGELES 90014</i>	
Telephone/Teléfono/電話: <i>←</i>	Fax: <i>213-943-4680</i>
Email/電子メール: <i>lund@rakadapartners.com</i>	

Comments/Comentarios/コメント:

- The underground alternative should incorporate a new development that would redefine the block, provide more parking and other street level uses.
- Why is it not possible to surface the tracks after the intersection (Stameda/1st)
- Locate stations where <sup>existing</sup> pedestrian activity is heavy.

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: Mona Samimi	
Organization/ Organización/団体名: Savoy	
Address/Dirección/住所・所在地: 100 S. Alameda St. # 464	
Telephone/Teléfono/電話: _____	Fax: _____
Email/電子メール: _____	

Comments/Comentarios/コメント:

I live at the Savoy and would not have purchased this condo 3 years ago if I knew there would be 4 years of construction and a train running in front of my condo  $\approx$  900 times a day. If, however, an underground station will be built at 1st & Alameda, I prefer for there to be a park or park and shops on the metro station instead of a parking lot.

Also, it would be much better if the underground section <sup>on Alameda</sup> would extend through, passed 2nd street so that it would maintain a calmer atmosphere for the residents of Savoy and put more of the truck traffic in the tunnel as opposed to partially at grade.

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: Seena Sumimi	
Organization/ Organización/団体名: Sway	
Address/Dirección/住所・所在地: 100 S. Alameda St. #464	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

(UNDERGROUND EMPHASIS) Alternative

I would prefer that **IF** the Office Depot is replaced with a Metro, it be replaced with either a PARK or a development (with shops, etc) or BOTH. But I would not like to have a parking lot.

Also, I prefer that the N/S underground tunnel doesn't come above ground between 1st & 2nd. It should stay underground between 1<sup>st</sup> and 2<sup>nd</sup> the whole

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







Attention:

Antonio R. Villaraigosa, Mayor, City of Los Angeles  
Gloria Molina, Los Angeles County Supervisor, 1st District  
Michael D. Antonovich, Los Angeles County Supervisor, 5th District  
Don Knabe, Los Angeles County Supervisor, 4th District  
Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District  
Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District  
MTA Board of Directors

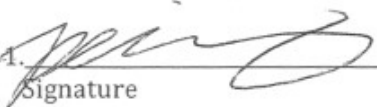

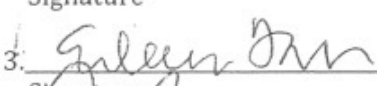


We, the residents of Savoy in Little Tokyo, represented by the Savoy Homeowners' Association, hereby oppose the MTA Regional Connector underground alignment crossing 1st and Alameda St. As a community of 500+ property owners and residents in 303 units facing this intersection, we stand to lose much because of this project: depressed property values during construction, permanent loss of businesses, increased traffic, and increased air and noise pollution from construction and trains, respectively. The extreme designs for the surfacing of the train and the intersection threaten our property and quality of life. We have already sustained three years of road closures and construction for the Gold Line Extension. We applaud the conventional and unobtrusive design of the Gold line route and welcome the addition of a new Metro station to our neighborhood.

The proposed underground alignment for the Regional Connector, on the other hand, would surround the building in yet another round of heavy construction and place trains running on TWO sides of our building, forcing residents to use a bridge just to cross the street. Our residents facing Alameda will see their views of LA street life forever altered by the presence of a hole going into the ground and trains surfacing every 1.30 minutes. Finally, the Regional Connector will create an artificial boundary effectively isolating us from the historic and significant LA community we are so proud to be a part of.

We understand the need for the Regional Connector, but we simply cannot accept this development in its present form; the impact on our community is too severe. We implore you and the MTA to find another way.

Sincerely,

The Residents of the Savoy

1.		Pei Yun Chiang	355
	Signature	Name	Unit #
2.		Kenneth Tan	<del>365</del> 361
	Signature	Name	Unit #
3.		Eileen Tan	365
	Signature	Name	Unit #
4.		Eveline Lee	234
	Signature	Name	Unit #
5.		Lauren Frank	347
	Signature	Name	Unit #
		SIDNEY WANG	#408


**OPPOSITION LETTER**

Attention: Antonio R. Villaraigosa, Mayor, City of Los Angeles  
Michael D. Antonovich, Los Angeles County Supervisor, 5<sup>th</sup> District  
Don Knabe, Los Angeles County Supervisor, 4<sup>th</sup> District  
Zaev Yaroslavsky, Los Angeles County Supervisor, 3<sup>rd</sup> District  
Mark Ridley-Thomas, Los Angeles County Supervisor, 2<sup>nd</sup> District  
Gloria Molina, Los Angeles County Supervisor, 1<sup>st</sup> District

We, the patrons, businesses and community members of Little Tokyo, hereby list our signatures below to oppose Metro Regional Connector's underground, or light rail project, which will run through our beloved community. The Metro Regional Connector is only a thoroughfare along 2<sup>nd</sup> Street and emerges onto 1<sup>st</sup> and Alameda. It offers no stops along the way. This will threaten long time established businesses, forcing closures and loss of jobs, due to 3-5 years of construction; as well as visitors and tourists seeking accessibility elsewhere. Many Japanese senior citizens who reside in Little Tokyo will not be able to cross the street safely. The Metro line will delineate resident's from their current lifestyle, which will segregate them from everyday shopping, community centers and temples/churches of worship. 2<sup>nd</sup> Street is very narrow and should not be allowed for Metro's proposed commuter transportation.

We ask that you and your constituents reconsider this project and find other routes that will not destroy our community.

We hereby oppose this project as presented below:

<u>ANDREW LIN</u>	<u></u>	<u>9/10/09</u>	<u>310-<del>766</del>-4206</u>
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____

**Subject: FW: Comments on regional connector**

**Date:** Thursday, November 19, 2009 3:09 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

Fyi - do we have a response??

Ann

-----Original Message-----

From: Allon Percus [mailto:allon.percus@cgu.edu]

Sent: Thursday, November 12, 2009 12:01 PM

To: Regional Connector

Subject: Comments on regional connector

I wish I were able to make one of the recent public meetings about the Regional Connector, but unfortunately my schedule hasn't allowed it. Hopefully, comments by e-mail are acceptable as well.

As a Westside resident whose commute involves passing through downtown, I'm obviously a great supporter of having this kind of connection.

But I was aghast when I looked at the project website and saw that the vision is to have Expo lines trains just miss passing through Union Station. This reminds me a little bit of the Monty Python sketch where someone is about to be executed by a firing squad. The commander gives the order to shoot, the guards shoot, and...in the next scene, you see the commander yelling at the guards "How could you miss?!!"

I can't think of a better way of subtracting value from the Expo line than to have it just miss downtown's main transit hub! You plan to spend \$800 million to have trains from the Westside pass just near Union Station but not stop there? Is this for real???

Best wishes,  
Allon Percus

--

Allon G. Percus  
Associate Professor, School of Mathematical Sciences  
Claremont Graduate University

**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, November 20, 2009 9:30 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 19, 2009 11:54 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Joseph

Last Name: Eisenberg

Email: joseph.eisenberg@gmail.com

Phone: 562-221-5437

URL:

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I want to express my gratitude to Metro for quickly working out a new, underground solution to the connection of the Regional Connector with the Gold Line in Little Tokyo. The previous plans would work, but I think the new option would be worth the added expense for those of us in Long Beach and along the Blue Line.

I would further suggest that Metro study rebuilding the freeway bridge (limited to 15 mph speeds due to tight curves) with a new straight bridge over toward Hewitt Street, with the portal in the empty alley on the east side of the Dept of Water & Power lot. This will save two minutes of travel time for everyone going from the Expo Line or Blue line to Union Station or areas north. Over the next 50 years, those 2 minutes per person will add up to over a billion minutes of time saved, worth a couple hundred million dollars in my estimation. We should straighten the bridge.

This project could also be combined with the necessary run-thru tracks for Metrolink and High Speed Rail, which will have to be built in the same area anyway. The old curvy bridge could be retained for use by the new downtown street cars, for when new lines are extended north toward Union Station and Chinatown.

-----



**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, November 20, 2009 9:31 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 19, 2009 6:10 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: John

Last Name: Gove

Email: gove01@gmail.com

Phone:

URL:

-----

Hello, I was reading The Source blog about the regional connector and saw the revised concept for a wholly underground connection and station in Little Tokyo. First, let me say the concept is immediately more attractive and less cumbersome for the community. I understand the intent is to connect Long Beach with Pasadena and Culver City with East LA, so couldn't the existing Little Tokyo station be removed from the concept? I realize it may seem silly to remove a newly built station, but that is simply due to Measure R accelerating the regional connector construction. The current station was designed for the current route but becomes superfluous with a new underground station serving reconfigured routes. Wouldn't eliminating the current station reduce the width of the right of way and allow the portal to shift westward, reducing the need to acquire additional real estate? Wouldn't eliminating the current station then help reduce the overall cost of the updated connector concept? I look forward to your response. Thank you.

-----

**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, November 20, 2009 3:33 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 2:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: David

Last Name: Bailey

Email: davito88@hotmail.com

Phone: 505-263-0896

URL:

-----  
Hey,

After looking at the map here: <http://thesource.metro.net/2009/11/19/new-regional-connector-concept-proposed-for-1st-and-alameda-intersection/> I got an idea that should save a lot of money. Why not have all trains coming from the blue/aqua lines stop at the little tokyo station. Then lines heading for Union Station will continue in their current direction and lines heading to east LA can reverse direction after making the stop. I understand you will need to have the engineer move to the other side of the train, but he should be able to do that while the train is stopped. Seems like it would cost a lot less to only build one junction instead of 2 and not have to make another underground station less than a block away. Thanks.

-----

**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, November 20, 2009 3:33 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 2:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: David

Last Name: Bailey

Email: davito88@hotmail.com

Phone: 505-263-0896

URL:

-----  
Hey,

After looking at the map here: <http://thesource.metro.net/2009/11/19/new-regional-connector-concept-proposed-for-1st-and-alameda-intersection/> I got an idea that should save a lot of money. Why not have all trains coming from the blue/aqua lines stop at the little tokyo station. Then lines heading for Union Station will continue in their current direction and lines heading to east LA can reverse direction after making the stop. I understand you will need to have the engineer move to the other side of the train, but he should be able to do that while the train is stopped. Seems like it would cost a lot less to only build one junction instead of 2 and not have to make another underground station less than a block away. Thanks.

-----



*Go For Broke*

NATIONAL EDUCATION CENTER

November 20, 2009

The Honorable Ara Najarian, Chairman, and  
Board of Directors  
Los Angeles Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE: Go For Broke National Education Center opposes Metro's  
Regional Connector options through Little Tokyo as proposed

Dear Chairman Najarian and Metro Board:

Go For Broke National Education Center (GFBNEC) is a 501(c)(3) established by second-generation Japanese American or Nisei veterans of World War II. We have created and continue to add to a Hanashi Oral History archive, a collection of more than 1,000 interviews with Nisei veterans. Using these video oral histories as real-life examples for students, we have developed a curriculum for history and social studies classes and provide teacher training to a growing constituency nationwide, including California, Hawaii, Maryland, Washington, D.C. and Virginia. Our symbol is the Go For Broke Monument, a lasting reminder of the U.S. Constitution's guarantees of civil liberties to Americans of all races and ethnic backgrounds that stands in Little Tokyo off of Temple Street at Alameda near the Geffen Contemporary Museum.

GFBNEC has invested millions, including funding from Congress and the State of California, in the development and planning of a new Go For Broke National Education Center to be built adjacent to the Go For Broke Monument on Temple Street in the Little Tokyo area of Downtown Los Angeles.

The veterans and GFBNEC Board of Directors respectfully ask that the Los Angeles Metropolitan Transit Authority explore and develop a 5<sup>th</sup> Regional Connector option that will not irreparably damage the historic Little Tokyo Community. The veterans and GFBNEC Board of Directors also oppose both of Metro's preferred options as they have been proposed:

- Option 1 - underground to 2<sup>nd</sup> & Central, rising to cross Alameda at 1<sup>st</sup> Street, and
- Option 2 – traveling at grade or street level on Temple, crossing Alameda Street.

In community meetings, it has appeared that Metro prefers the 2<sup>nd</sup> Street underground Option 1. These options are two of four that Metro is examining through the Environmental Impact Report process but the project supervisor has publicly said he does not consider the other options to be viable alternatives because they are both no-build. As we understand it, the completed connector will carry a train every 2.5 minutes, one going in each direction every 5 minutes. Every other train would stop at the Alameda and 1<sup>st</sup> station.

**HEADQUARTERS**  
370 Amapola Ave. Ste 110  
Torrance, CA 90501  
ph: 310-328-0907  
fax: 310-222-5700

**HAWAII REGIONAL OFFICE**  
Pacific Guardian Center  
735 Bishop St. Ste 417  
Honolulu, HI 96813  
ph/fax: 808-585-8484

[www.GoForBroke.org](http://www.GoForBroke.org)



As it has been presented, Option 1 would enter Little Tokyo under 2<sup>nd</sup> Street and continue to Central Avenue where it would steadily rise to grade level on a diagonal track across the current Office Depot parking lot, crossing Alameda at 1<sup>st</sup> and connecting to the new Gold Line Eastside Extension. An elevated pedestrian walkway could be built over 2<sup>nd</sup> Street. Construction for four years or longer would have a tremendous impact on Little Tokyo businesses that are already struggling, residents in the Savoy apartments, the Japanese American National Museum (JANM), the Museum of Contemporary Art's (MOCA) Geffen Contemporary, Go For Broke National Education Center and countless other organizations and institutions. Little Tokyo has already experienced the negative impacts of Eastside Extension construction and by the end of November, will have regular train traffic along 1<sup>st</sup> to Alameda Street from East Los Angeles. This option would also cost the City of Los Angeles income by reducing the sales tax increment from the Office Depot, Starbucks and other retail affected by construction and Metro rail operations.

Option 2 at street level on Temple Street to Alameda would consume most of the parking lot area north of the Geffen at the corner of Temple and Alameda Streets for tracks and an elevated pedestrian walkway. The two sets of tracks would curve inward to the east from Temple toward the Go For Broke Monument, encroaching into the planned GFBNEC building site by 10 – 20 ft. Metro staff has said the LA City Department of Transportation could require more right-of-way for safety reasons but planners will not present connector plans to LADOT until an option is selected. The tracks would migrate into the middle of Temple Street before reaching the tinker toy parking structure and Judge Aiso Street. This street-level option would have detrimental effects on GFBNEC's plans as well as on the Museum of Contemporary Arts and its Geffen Contemporary, East West Players, the Japanese American National Museum, Art Park and more. Trains every two and a half minutes would make it impossible to hold concerts, movies or children's performances in the long-awaited Art Park and make it unlikely that buses filled with school children or 80 and 90-year-old veterans would be able to enter or exit from our new Go For Broke National Education Center on Temple Street.

Metro representatives have also said that Union Station is crowded now and the 7<sup>th</sup> Street station will become crowded when the Subway to the Sea is completed. Metro will then need an alternative station to accommodate its passengers. The time to plan for that is also now.

GFBNEC and other members of the Little Tokyo community have been advised that developers of Nikkei Center on the Mangrove property are open to discussion and negotiation with Metro for a 5<sup>th</sup> option that could involve extending Option 1 underground from 2nd Street and Central to the new Nikkei Center on the east side of Alameda, eliminating the need for two sets of rails crossing Alameda at 1<sup>st</sup>, and leaving the Office Depot block intact. With this option, Metro would build an underground station at 1st & Alameda under the new Nikkei Center rather than have trains exit a tunnel in front of Office Depot.

We support a transit link between the existing Gold and Blue Lines, the new Gold Line Eastside Extension and the Exposition Line, and we believe there are alternatives that will not irreparably damage our Little Tokyo Community. GFBNEC officials and members, like many residents and business owners in the Little Tokyo community, have traveled by rail in such cities as Tokyo, Osaka, Taipei, Singapore, Shanghai and other cities that have world-class transit systems. Japan's light-rail system is state-of-the-art. We urge the Los Angeles Metropolitan Transit Authority to move forward with a system that is as good as or better than the world's best rail

transit systems without destroying communities, dreams and generations of sacrifice and hard work in the process.

Sincerely,



Kevin Tamaki  
Chairman of the Board  
GFBNEC



Christine Sato-Yamazaki  
President & CEO  
GFBNEC

CC:

U.S. Senator Daniel Inouye, Chairman, Senate Appropriations Committee  
U.S. Senator Dianne Feinstein  
U.S. Senator Barbara Boxer  
U.S. Representative Lucille Roybal-Allard (CA-34)  
U.S. Representative Adam Schiff (CA-29)  
U.S. Representative David Dreier (CA-26)  
U.S. Representative Judy Chu (CA-32)  
U.S. Representative Grace Napolitano (CA-38)  
U.S. Representative Jerry Lewis (CA-41), Ranking Member, House Appropriations Committee  
U.S. Representative Mary Bono Mack (CA-45)  
U.S. Representative Diane Watson (CA-33)  
U.S. Representative Maxine Waters (CA-35)  
U.S. Representative Gary Miller (CA-42)  
U.S. Representative Ken Calvert (CA-44)  
U.S. Representative Jane Harman (CA-36)  
U.S. Representative Joe Baca (CA-43)  
U.S. Representative Linda Sanchez (CA-39)  
The Honorable Norman Mineta, former Secretary of Transportation  
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation  
The Honorable Peter Rogoff, Administrator, Federal Transit Administration  
LA City Councilmember Jan Perry  
LA City Councilmember Bill Rosendahl  
LA City Councilmember Tom LaBonge  
LA City Councilmember Richard Alarcon  
LA City Councilmember Paul Koretz  
LA City Councilmember Bernard Parks  
LA City Councilmember Herb Wesson  
LA City Councilmember Ed Reyes  
LA City Councilmember Dennis Zine  
LA City Councilmember Janice Hahn  
LA City Councilmember Greig Smith  
LA City Councilmember Tony Cardenas  
LA City Council President Eric Garcetti  
MTA Chief Executive Officer Arthur T. Leahy  
MTA Deputy Chief Executive Officer Paul C. Taylor  
MTA General Manager of Rail Operations Mike Cannell  
MTA Chief Operating Officer Carolyn Flowers  
MTA Chief Planning Officer Carol Inge  
MTA Chief Real Property Management & Development  
Bill Watanabe, Chair, Little Tokyo Community Council and Board of Directors



**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, November 20, 2009 9:29 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 8:41 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Joel

Last Name: Covarrubias

Email: joelcov@gmail.com

Phone: 562.257.8142

URL:

-----  
Metro Planning Staff:

I wish to commend you on your recent efforts with the Little Tokyo community to create the new proposal for crossing First/Alameda. The new proposed underground alternative (with rail in a tunnel under First/Alameda) is much better than the previous underground alternative, and it deserves to be included in the environmental process. The new proposal is superior because it results in fewer impacts on the area.

I live in Long Beach, and I am a dedicated user of (M) Rail. The Regional Connector is possibly the most important and critical project Metro can build. It is crucial that the Regional Connector be built soon and built right, for the success of the entire system.

Thank You,

Joel Covarrubias

Long Beach

**Subject: FW: [Metro.net] customer comment**

**Date:** Monday, November 23, 2009 1:49 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Friday, November 20, 2009 9:31 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Yusef

Last Name: Shafi

Email: shafi.s.y@gmail.com

Phone:

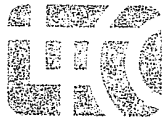
URL:

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I am writing in strong support of the recent full-underground option for the regional connector recently posted in the MTA blog The Source. A fully underground connection in Little Tokyo will provide an invaluable transit connection while preserving local business and the pedestrian scale of the neighborhood. Also, having an underground station to complement the existing Little Tokyo/Arts District Station will undoubtedly help to handle the large crowds that will pass through the regional connector, and provide for more train arrivals and departures in the same amount of time by effectively adding a second platform to the station. An excellent example of the convenience of multiplatform and timed transfer systems can be found in downtown Oakland at 12th St, 19th St, and MacArthur Stations, and a similarly convenient station structure for this vital inter-regional link will be highly efficient.

As an affiliate of the Centenary United Methodist Church just three blocks away, I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo in amazing ways. Thank you for responding to the concerns of the community and please keep up the great work in transforming our city and county for the benefit of all.

-----



**Little Tokyo Community Council**  
369 East First Street  
Los Angeles, California 90012  
213 625.0414 ext 5720  
Fax 213 625.1770  
<http://ltcc.janet.org>

November 24, 2009

The Honorable Ara Najarian  
Chairman  
Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Downtown Regional Connector

Dear Mr. Najarian:

The Little Tokyo Community Council (LTCC) would like to thank the Metropolitan Transportation Authority's for its response to the Little Tokyo community by presenting for consideration a concept for the Third Build Alternative for the Downtown Regional Connector.

The LTCC adopted the following motion at its November 24, 2009 meeting:

#### **MOTION**

The Little Tokyo Community Council supports the further exploration of the concept of the Third Build Alternative as presented by the Metro Planners.

We respectfully urge the Metropolitan Transit Authority Board of Directors to adopt the Third Build Alternative as one of the options for the Metro Planners to further explore for the Downtown Regional Connector, as part of the EIR study.

We thank the Metropolitan Transit Authority for their consideration of the concerns of the Historic Little Tokyo. We look forward to working with the Metro Planners as they further explore the Third Build Alternative.

*"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."*

Sincerely,

Bill Watanabe,  
Chair, Little Tokyo Community Council

cc:

The Honorable Daniel K. Inouye, Chairman,  
The Honorable Norman Mineta,  
The Honorable Dianne Feinstein, Member, U.S. Senate  
The Honorable Barbara Boxer, Member, U.S. Senate  
The Honorable Lucile Roybal Allard, Member, U.S. House of Representatives  
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation  
The Honorable Peter Rogoff, Administrator, Federal Transit Administration  
The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles  
The Honorable Gloria Molina, Supervisor, Los Angeles County  
The Honorable Jose Huizar, Council Member, Los Angeles City Council  
The Honorable Jan Perry, Council Member, Los Angeles City Council  
The Honorable Don Knabe, Supervisor, Los Angeles County  
The Honorable Michael Antonovich, Supervisor, Los Angeles County  
The Honorable Mark Ridley-Thomas, Supervisor, Los Angeles County  
The Honorable John A. Perez, Member, State Assembly, California  
The Honorable Gil Cedillo, Member, State Assembly, California  
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority  
Members of the MTA Board of Directors  
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority

cc: LTCC Board of Directors:

Alan Kumamoto, 1st Vice Chair, Kumamoto Associates  
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.  
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.  
Kei Nagao, Co-Secretary, J-Town Voice  
Eric Kurimura, Nishi Hongwanji Buddhist Temple  
Chris Aihara, Past Chair, Japanese American Cultural & Community Center  
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA  
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple  
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association  
Irene Hirano, Founding Chair, Japanese American National Museum  
Craig Ishii, Japanese American Citizens League  
Goro Endo, Union Church of Los Angeles  
Ken Kasamatsu, Pacific Commerce Bank  
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association  
Jeff Liu, Visual Communications  
Tatsushi Nakamura, Japanese Prefectural Association  
Wilbur Takashima, Little Tokyo Teramachi Owners Association  
Satoru Uyeda, SK Uyeda Investments  
Hiroshi Yamaguchi, Japanese Community Pioneer Center  
Akemi Kikumura Yano, Japanese American National Museum  
Evelyn Yoshimura, Little Tokyo Residents Association

**Subject: FW: [Metro.net] customer comment**

**Date:** Monday, November 30, 2009 6:17 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Thursday, November 26, 2009 3:22 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: richard

Last Name: Schumacher

Email: schumach@texas.net

Phone:

URL:

-----  
The new fully underground concept is clearly superior. Make it so.

Someday you will have to do something about the tight radius curves at the 101 crossing. That will become a bottleneck.

-----

**Subject: FW: little tokyo/art rail project vote**

**Date:** Tuesday, December 1, 2009 12:28 PM

**From:** Ann Kerman <kermana@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

**From:** Mountain Spring [mailto:mtn\_ssshupring7@hotmail.com]

**Sent:** Tuesday, December 01, 2009 11:42 AM

**To:** Kerman, Ann

**Subject:** little tokyo/art rail project vote

hi!

i vote for underground raiing for above project. the project should be done so the business shops's income from clients would be minimally affected.

good security system against usage of rail as a get away means from the low income generated theives/criminals from area of east LA et. al must be also put in place regardless of the rail passage chosen.

i like the idea of using an economical and modern rail to little tokyo from sierra madre gold line station. the parking fee + gasoline costs \$10 now to get there from my home and i would go there more often with my mother for shoppings.

dorian nakamoto  
a recident from  
temple city, calif



**Subject: FW: Go For Broke National Education Center's comments on Metro Connector 3rd build option**

**Date:** Wednesday, December 2, 2009 12:30 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli <roybald@metro.net>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

**From:** Mary Graybill [mailto:mary@graybillcom.com]

**Sent:** Tuesday, December 01, 2009 12:43 PM

**To:** Regional Connector

**Subject:** Go For Broke National Education Center's comments on Metro Connector 3rd build option

Dear MTA Planners:

Continuing the connector line underground through the intersection at 1st and Alameda is a step in the right direction. But there are still significant concerns with the plan and its impacts on the Little Tokyo Community. To revisit our vote, we did not approve this option as presented but rather, we approved encouraging Metro to develop it.

First, we believe it would be better long-term, and demonstrate greater vision and better planning for future transit needs, to locate the station on a lower level of Nikkei Center instead of on the Office Depot parking lot. Construction on this now vacant parcel will have less impact. A station there would be more convenient to City Hall and the Federal Building. It's close to the Arts District. And it's an easy walk for all of Little Tokyo.

Second, the taking of the Office Depot property and the years of construction on that parcel will not only impact residents of the Savoy but also all the surrounding businesses and organizations, including those across the street on 2nd and those to the west on Central. Elimination of the parking creates access problems for people wanting to go to one of the affected businesses. Ray explained the boring machine

constraints but I expect that another solution can be found.

Third, cut-and-cover construction through the 1st and Alameda intersection will again create a traffic nightmare. It will seriously impact Savoy residents, JANM and nearby businesses. And logistically, one wonders how the contractor is going to cut and cover under the new Eastside Gold Line tracks.

Fourth, the City of LA needs the sales-tax increment from the impacted businesses. The City and its services are already suffering. The economy may be improving but no government agency can afford to lose funding.

Most of us involved in the Little Tokyo Community are very comfortable with public transit and appreciate its convenience. Our experience is not limited to New York or Washington, DC, but rather, the majority of people in the community have traveled on systems in other countries, including Japan, the benchmark for public transit; Taiwan with its new high-speed rail running the length of the island nation and train stations under office towers and shopping centers; Bangkok where an elevated system runs above old, established parts of the City; Singapore where everything is bright, shiny and easy to use; and/or fast-developing Shanghai. In addition, many of us have also used public transit in Paris and other European capitals with old, established subway and rail systems.

We want to thank Metro for bring this option forward and for continuing to develop it.

Very best regards,

Mary Graybill

for Go For Broke National Education System

**Subject: FW: METRO Regional Connectors**

**Date:** Tuesday, December 1, 2009 12:28 PM

**From:** Ann Kerman <kermana@metro.net>

**To:** Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: okalax@gmail.com [mailto:okalax@gmail.com] On Behalf Of Masao "Mike" Okamoto, AIA

Sent: Tuesday, December 01, 2009 12:16 PM

To: Kerman, Ann

Subject: METRO Regional Connectors

Ann,

I am very pleased with the outcome of all the community discussions which are condensed into your 3rd Build Alternative.

At the same time, I hope you would keep this on-going dialog with us throughout the whole project.

As we keep saying, our community is not so large and trying to put a big foot into small shoe could literally destroy our community.

Please advise your engineering team to bring all issues to us if any deviation from originally presented design may require.

Regards,

Mike Okamoto

Little Tokyo Community Council

SVP/Japanese Chamber of Commerce

--

\*\*\*\*\*

Masao "Mike" Okamoto, AIA, LEED AP.  
M. Okamoto & Associates, Inc. (MOA, Inc.)

919 S. Fremont Ave., Suite #338

Alhambra, CA 91803-4742

Phone 626 943-8800 Fax 626 943-8883

Google Voice (626) 872-5652

<http://www.moainc.net>

\*\*\*\*\*

THINK GREEN

\*\*\*\*\*

Japanese Chamber of Commerce  
of Southern California  
and JCC Foundation

244 South San Pedro Street Suite 504  
Los Angeles, CA 90012 USA



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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
2010 Community Response (Post Scoping)**





**Subject: FW: [Metro.net] customer comment**

**Date:** Friday, January 22, 2010 10:18 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com

-----Original Message-----

From: noreply@metro.net [mailto:noreply@metro.net]

Sent: Tuesday, January 19, 2010 6:02 PM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Peter

Last Name: Ricci

Email: Pricci@yahoo.com

Phone: 3104979088

URL:

-----  
Hello

I am a huge fan of the metro and love seeing the city get connected. I submitted in the past (aka The Crenshaw line years back) Glad to see my vision is coming to life.

I have drawn up a couple more lines to connect the city - making it more commutable by foot and transit. First off it would great to see the old rail that connected downtown LA to Hollywood again. Maybe now from Staples Center to Hollywood above ground would be great, but if NOT. I have two Future idea's for rails: starting from the Blue line as seen below:

Metro Regional (Optional Line) - Concept by Peter Ricci

This line is very needed in Los Angeles

Northbound Baby Blue Rail Line Extension: (Future Line Silver Lake/Los Feliz/Glendale)

Stations in order:

1. Can Start From Conceptualized Regional Connector (Map)
2. Grand Ave/3rd St (Courthouse, Moca)
3. Grand Ave/ Caesar Chavez
4. Elysian Park/Stadium Way (Dodgers Stadium)
5. Echo Park/Sunset Blvd. (Echo Park)
6. Glendale Blvd. /Sunset Blvd. (Echo Park)
7. Coronado St. /Sunset Blvd.
8. Silver Lake Blvd. /Sunset Blvd. (Central Silver Lake)
9. Santa Monica Blvd. /Sunset Blvd. (Echo Park)
10. Hollywood Blvd. /Sunset Blvd. (Los Feliz Theatre)
11. Vermont. /Sunset Blvd. (Connector to red line)
12. Vermont./Franklin Ave. (Central Los Feliz)
13. Los Feliz Blvd./Hillhurst Ave. (Shuttle to Greek Theatre)
14. Los Feliz Blvd. /Riverside Dr. (Griffith Park/Tennis courts/Pony rides)
15. Zoo Dr. (Zoo/Museum)
16. Colorado/Pacific Ave (Glendale)

17. Colorado/Brand Blvd. (Americana/Glendale Galleria)
18. Brand Blvd /Wilson Ave. (Downtown Glendale, Theatres, Shops)
19. E. Doran St. /N. Glendale Blvd. (Glendale Plaza Shops)
20. M. Verdugo Rd. /E. Glenoaks Ave (Glendale Plaza Shops)
21. M. Verdugo Rd. /E. Mountain St. (Glendale Community College)

Baby Blue/Orange Phase 2 Rail Line (Future Line Glendale/Burbank)

Stations in order:

Starting at:

1. Colorado/Brand Blvd. (Americana/Glendale Galleria)
2. Brand Blvd /Wilson Ave. (Downtown Glendale, Theatres, Shops)

Phase 2 Begins Here:

1. Brand Blvd /Milford St. (Downtown Glendale, Theatres, Shops)
2. Brand Blvd. /E. Glenoaks Ave (Glendale Plaza Shops)
3. Brand Blvd. / Pacific Ave (Glendale Plaza Shops)
4. Brand Blvd. /E. Grandview Ave (Glendale)
5. San Fernando Rd. /Sonora Ave. (Disney Studios/DreamWorks Studios)
6. San Fernando Rd. /Western Ave. (Disney Studios/DreamWorks)
7. San Fernando Rd. /E. Alameda Ave. (Shopping/Burbank)
8. San Fernando Rd. /E. Verdugo Ave. (Shopping/Burbank)
9. San Fernando Rd. /E. Magnolia Ave. (Downtown Burbank/Theatres/Mall)
10. San Fernando Rd. /Grinnell Dr. (N. Downtown Burbank/Theatres/Mall/high school)
11. San Fernando Rd. /Amherst Dr. (Downtown Burbank/Theatres/Mall)
12. N. Victory Place/W. Empire Dr. (W Burbank/Outlet Mall)
13. N. Buena Vista St /W. Empire Dr. (W Burbank)
14. N. Hollywood Way/Thorton Ave. (Yahoo/Burbank Airport)
15. N. Hollywood Way/Victory Blvd. (Burbank/Bus Connector)
16. Burbank Blvd. /Victory Blvd. (Burbank)
17. Burbank Blvd. /Cahunga Blvd. (Burbank)
18. Vineland Ave/Chandler Blvd. (Connector to Red line/Orange line)

Hope this helps in your planning; look forward to seeing this come to life as well in the NEXT 5 years or less.

---

**Subject: FW: regional connector**

**Date:** Monday, February 1, 2010 1:56 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

---

**From:** Steven Axelrod [mailto:steven.axelrod@gmail.com]

**Sent:** Saturday, January 30, 2010 3:54 PM

**To:** Regional Connector

**Cc:** Rise Axelrod; J.B.C. Axelrod

**Subject:** regional connector

Dear Ms. Roybal Santorelli:

As a resident living on 2nd Street with his wife, and with a family member living on Santa Fe Avenue, I can tell you that we all three strongly support the subway option for the regional connector.

We very strongly oppose the grade level option. That would slow down the train to the degree that it would be next to useless. Why not just continue on the red or purple line all the way to Union Station and switch there to the Gold Line? It would be simpler and faster, and it would require only one wait for a train instead of two. The grade level option simply doesn't work.

In addition the grade level option will snarl traffic on 2nd even more than it already is snarled. And it is often gridlocked as is. If traffic is diverted, then the parallel streets will be snarled.

The grade level option is absolutely a non-starter. It would further alienate the public from public transit and from city government. A grade level train would predictably be underused and seen by everyone as a colossal waste of money and another governmental mistake.

The subway, on the other hand, will be a civic boon and amenity, and it will be much beloved. The added expense will be forgotten immediately. The amenity will be appreciated forever.

Please--a subway only for the regional connector.

Sincerely,

Steven Axelrod

--

Steven Gould Axelrod  
President, The Robert Lowell Society  
Co-editor, The New Anthology of American Poetry, Vols. 1-3  
Professor of English  
University of California  
Riverside, CA 92521

108 West 2nd Street, Unit 609

Los Angeles, CA 90012

213 880 2522

---

**From:** daveedkapoor@gmail.com [mailto:daveedkapoor@gmail.com] **On Behalf Of** daveed kapoor  
**Sent:** Monday, February 01, 2010 3:47 PM  
**To:** Regional Connector  
**Subject:** Fwd: Metro Regional Connector Update

got the newsletter. great work. i love the LT station  
being relocated to office depot property much better  
link to neighborhood

thank you.  
daveed kapoor  
323 252 8510  
[utopiad.org](http://utopiad.org)

**Subject: FW: Metro Regional Connector Update**

**Date:** Thursday, February 4, 2010 10:23 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

**Conversation:** Metro Regional Connector Update

---

**From:** daveed Kapoor <daveedkapoor@gmail.com> [mailto:daveedkapoor@gmail.com] **On Behalf Of** daveed Kapoor

**Sent:** Monday, February 01, 2010 3:47 PM

**To:** Regional Connector

**Subject:** Fwd: Metro Regional Connector Update

got the newsletter. great work. i love the LT station being relocated to office depot property much better link to neighborhood

thank you.  
daveed Kapoor  
323 252 8510  
[utopiad.org](http://utopiad.org)

----- Forwarded message -----

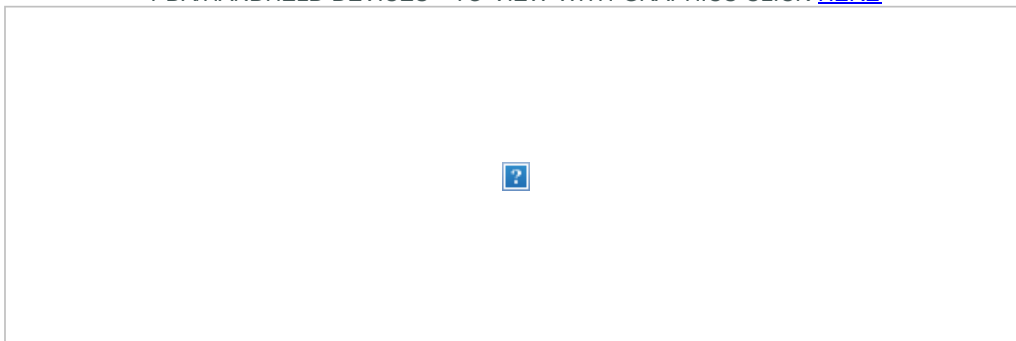
From: **Ann Kerman** <[kermana@metro.net](mailto:kermana@metro.net)>

Date: Mon, Feb 1, 2010 at 3:29 PM

Subject: Metro Regional Connector Update

To: "[daveedkapoor@gmail.com](mailto:daveedkapoor@gmail.com)" <[daveedkapoor@gmail.com](mailto:daveedkapoor@gmail.com)>

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK [HERE](#)



**Regional Connector E-Bulletin – February 2010**

Inside:

[Latest News](#)

[Next Steps](#)

[Stay in Touch](#)

[Thank You](#)

Happy 2010! We appreciate your valuable input in the [Regional Connector Transit Corridor](#) project thus far. We look forward to your ongoing participation so that we can continue to address issues in a timely way and consider project refinements that are supported by the community.

Latest News

As we move into the second month of 2010, we would like to share some project updates with you. You may recall that Metro has, to date, studied four alternatives as part of the Draft Environmental Impact Statement and Report (Draft EIS/R): the required No Build and Transportation Systems Management (TSM) alternatives, as well as an at-grade emphasis alternative via Flower and; 2<sup>nd</sup> Streets with a couplet on Main and Los Angeles Streets, and an underground emphasis alternative under Flower and 2<sup>nd</sup> Streets crossing 1<sup>st</sup> and Alameda



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**From:** Grein, George O. [mailto:GOGrein@lasd.org]  
**Sent:** Tuesday, February 02, 2010 8:04 AM  
**To:** Kerman, Ann  
**Subject:** RE: Metro Regional Connector Update

Ann,

Your changes to the options were understandable. From a law enforcement perspective we are completely supportive of changing the layout at 1<sup>st</sup> Street & Alameda to an underground station, with no at-grade crossing or underground passage of traffic on Alameda Street. Your challenge will of course be how to minimize disruption to the existing Little Tokyo operation and I am very interested in hearing how that will be phased into the construction schedule.

Thank you for the update,

**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](mailto:gogrein@lasd.org)

[greing@metro.net](mailto:greing@metro.net)

Palman qui meruit ferat

**Subject: FW: Metro Regional Connector Update**

**Date:** Tuesday, February 2, 2010 2:48 PM

**From:** Ann Kerman <kermana@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginyin@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

-----Original Message-----

From: Smith, Howard A. [mailto:hasmith@lan-inc.com]

Sent: Tuesday, February 02, 2010 8:54 AM

To: Kerman, Ann; Regional Connector

Subject: RE: Metro Regional Connector Update

"Metro anticipates releasing the Draft EIS/R document during Summer 2010. The Draft EIS/R analysis will include a description of construction processes and potential mitigation measures. A set of public hearings will be scheduled to solicit feedback from the community regarding the findings of the study. The Final EIS/R will be available for community review during Fall 2011, where Metro will again solicit community feedback. The Final EIS/R will designate a Locally Preferred Alternative."

1. With formal addition of a new build alternative scheduled for later this month, do you think there's sufficient time to incorporate all required analyses of that alternative into the Draft EIS/R in time for a summer 2010 release? That seems optimistic.
2. If you're anticipating a Final EIS/R with designation of LPA to be released during Fall 2011, when would you look at the Metro Board formally approving the LPA? When would you look at engineering design commencing for the selected build alternative (the LPA)?

Howard A. Smith, AICP, FITE  
National Transit Planning Director

Lockwood, Andrews & Newnam, Inc.  
A LEO A DALY COMPANY  
1050 20th Street, Suite 200 \* Sacramento, CA 95811  
C 510.363.6454  
www.lan-inc.com<<http://www.lan-inc.com/>> \* HASmith@lan-inc.com<<mailto:HASmith@lan-inc.com>>

**Subject: FW: Comment on Regional Connector**

**Date:** Friday, February 5, 2010 9:34 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com

fyi

---

**From:** RICHARD STANGER [mailto:stangerr@verizon.net]

**Sent:** Wednesday, February 03, 2010 5:54 PM

**To:** Regional Connector

**Subject:** Comment on Regional Connector

Dear Metro Staff --

The decision to include a fully grade-separated alternative is a very good one considering that most of Metro's light rail services will use that connector well into the future. It is money well spent.

The underground light rail stations can be made much more user-friendly by dropping the mezzanine level. Patrons will need to go half the distance down to catch the train, day-in, day-out, for decades. The "no mezzanine" design will require side platforms with ticketing at the same level, but outside the faregate array. The streets and sidewalks appear wide enough to allow this. There would also be construction savings from not having to go so deep (as much as 30% per station). This type of design is common in older US systems and in some cities in Europe. The only drawback is that people will have to use the entrance on the other side of the street to travel in the opposite direction, but that would be better, I believe, than having to drop down another level each trip.

Richard Stanger

2409 Clark Avenue  
Venice, CA 90291  
310-823-0744

**Subject: FW: Email list**

**Date:** Friday, February 5, 2010 9:32 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

-----Original Message-----

From: Sarah Hays [mailto:sirrah@sbcglobal.net]

Sent: Friday, February 05, 2010 9:16 AM

To: Regional Connector

Subject: Email list

Hello Regional Connector staff -

Can you please put me on your email list to learn about upcoming meetings, etc? With the approval yesterday of the FEIR for Expo Phase II, I am more and more interested in the progress of your project which will make Expo work so much better.

Thank you.

-- Sarah Hays

10509 Blythe Avenue, Los Angeles CA 90064

310/558-3538 - sirrah@sbcglobal.net

**Subject: FW: Fully grade-separated alternative**

**Date:** Tuesday, February 16, 2010 12:57 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau [ginny@therobertgroup.com](mailto:ginny@therobertgroup.com), Clarissa Filgioun [clarissa@therobertgroup.com](mailto:clarissa@therobertgroup.com), Dolores Roybal Saltarelli [roybald@metro.net](mailto:roybald@metro.net)

fyi

-----Original Message-----

From: Yuri Popov [<mailto:yopopov@gmail.com>]

Sent: Monday, February 08, 2010 3:06 PM

To: Regional Connector

Subject: Fully grade-separated alternative

This is a formal public comment on the inclusion of the fully grade-separated alternative.

I would like to express my strong support of the fully grade-separated alternative for the Regional Connector. I also fully support its formal inclusion into the Draft EIS/R. The connector should be completely underground - for the sake of safety, for the sake of efficient train operation, and for the sake of non-disruption of pedestrian and vehicular traffic at the ground level. We are building our city's future, and we should not build badly and cheaply.

Sincerely yours,  
Yuri Popov, Ph.D.

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 16, 2010 12:56 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginni@therobertgroup.com, Clarissa Filgion clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

---

**From:** Estela Lopez [mailto:elopez@centralcityeast.org]

**Sent:** Wednesday, February 10, 2010 1:11 PM

**To:** Regional Connector; Jackson, Michelle

**Cc:** Kerman, Ann

**Subject:** RegionalConnector:NewAlternative

The Arts District Business Improvement District (BID) spans 53 blocks of eastern Downtown Los Angeles, between Alameda Street and the Los Angeles River. Within its boundaries are 398 businesses employing 5,322 workers representing \$611 million in annual sales. The BID is administered by the Central City East Association (CCEA), representing Downtown property owners for the past 25 years.

The Arts BID Board of Directors has been advised of the potential of a new conceptual alternative for the Regional Connector's First and Alameda Streets crossing, one that would be fully grade-separated. We urge Metro's Planning and Programming Committee to support this alternative so that it can be comprehensively studied as part of the upcoming environmental process.

Thank you for your consideration.

Estela Lopez, Executive Director

Central City East Association

725 S. Crocker Street

Los Angeles, CA 90021

213 228 8484 - tel

213 228 8488 - fax

elopez@centralcityeast.org

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 16, 2010 12:56 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

fyi

-----Original Message-----

From: richard schumacher [mailto:r\_a\_schumacher@sbcglobal.net]

Sent: Wednesday, February 10, 2010 5:38 PM

To: Regional Connector; Jackson, Michelle

Subject: RegionalConnector:NewAlternative

The new fully-separated alternative is quite superior and should be adopted.

If possible, when the Connector is being constructed the radius of the curve at the E Commercial crossing should be increased to allow faster operation.

Richard Schumacher



**Subject: FW: Connections downtown**

**Date:** Tuesday, February 16, 2010 12:55 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

Dolores... do you want to respond or should we?

Thanks!

Ann

-----Original Message-----

From: john@ [mailto:johnwsmart.com smartmonkey@att.net]

Sent: Friday, February 12, 2010 12:29 PM

To: Regional Connector

Subject: Connections downtown

I am not a clear about one thing re: the regional connector If i get on the blue line on long beach will i be able to go all the way to little tokyo without switching trains?

It's never clearly stated if the MTA will build an extension of the expo and blue lines to little tokyo or an entirely separate entity.

If people in culver city and long beach have to switch at 7th street AND little tokyo to get to pasadena then i see no reason to build the regional connector. It's as annoying as the Green line then.

I am John Smart

<http://johnwsmart.com/>

**Subject:** FW: Underground is the way to go..Comments on Regional Connector plan

**Date:** Tuesday, February 16, 2010 12:54 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Dolores Roybal Saltarelli roybald@metro.net, Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com

**Conversation:** Underground is the way to go..Comments on Regional Connector plan

fyi

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**From:** Matt Gunter [mailto:fighterjock1000@yahoo.com]

**Sent:** Saturday, February 13, 2010 2:54 PM

**To:** Regional Connector

**Subject:** Underground is the way to go..Comments on Regional Connector plan

I could not imagine there would be any alternative that DIDNT have it completely underground. First, there are so many segments of it that would be underground anyways, including its starting point at 7th/Metro. Second, this is a downtown area, there is enough congestion as it is, keeping it underground would keep the streets clear for cars and pedestrians without slowing both of them down including the trains. Third, it would make the trains run slower if above ground. Fourth, it would require running powerlines overhead (ugly in a downtown setting). Fifth, its more dangerous. Sixth and finally, think of the future...downtown will become more dense and populated eventually and an above ground line would make it worse. I am in full support of this line, but please please please keep it fully underground. About the additional price tag for it?...Dont worry about it, this is well worth it, because im sure that there would be so many complaints about an above ground system in the future during and after construction that it would have to be changed anyways.

Matt Gunter

**Subject: FW: Regional Connector, New Alternative**

**Date:** Tuesday, February 23, 2010 5:12 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobergroup.com

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**From:** Bobby Garza Jr [mailto:bobbygarzajr@yahoo.com]

**Sent:** Wednesday, February 17, 2010 10:28 PM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector, New Alternative

Hello,

I will not be able to attend the Planning and Programming meeting tomorrow (Feb. 18), so I wanted to express my support for the new fully underground alternative and reject the at-grade options, especially at 1st Street and Alameda.

I am a resident of Little Tokyo and a frequent rail/bus rider and I completely understand the need for the Regional Connector, I just hope we can do it without destroying the Little Tokyo neighborhood, which, I believe, the at-grade options will do.

Please approve and implement the fully underground alternative into the Draft Environmental Impact Statement/Report.

Bobby Garza, Jr.

Savoy Homeowner

Metro Rider

**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

**Conversation:** Regional Connector Comment

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**From:** Mark Johnston [mailto:canammj@yahoo.com]

**Sent:** Wednesday, February 17, 2010 7:48 PM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector Comment

This is what I have been saying all along that has been needed. You can not have the most important link in the whole light rail system have a very big deficiency- grade cross at Alameda.. Thank you for finally seeing the light..

-

The moving of the other station closer to Broadway is good, but remember , a street car line can jog a block or two...

-

THERE IS ONE ITEM I WOULD LIKE YOU TO CONSIDER=

Build a knock out panel at the new Little Tokio station at the Staples site so that a line can proceed down Central Ave to an eventually link to the Blue Line.. yes , I know it may be many years, but its so easy to build the knock out now for future use, as opposed to coming back years from now and try to figure out how to tie this line in. We do this too often and all the hassels of trying to get the ELA line to tie into the Downtown Connector is a good example of poor prior planning.. Don't make another mistake.This would allow trains from LAUS would stop at the new 2nd street/Alamdea station, then can head down Central (which is better than Alameda (too many trucks) and Central is wide as far down at 7 or 8th.. you could stop at 2nd, 7th, Olympic, then on to the Washington Street Blue Line Station...

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

-----Original Message-----

From: Martha Porter [mailto:mporter\_6@yahoo.com]

Sent: Wednesday, February 17, 2010 8:10 PM

To: Regional Connector; Jackson, Michelle

Subject: RegionalConnector:NewAlternative

Dear Planners,

I am unable to attend the Regional Connector Mtg. on 2/18/2010, but I would like to share some ideas/suggestions about its structure and alternatives.

- 1) I vote for the proposed alternative; it allows LRT trains to continue to travel underground from under 2nd and Central through the intersection of First/ Alameda Streets, keeping the LRT fully grade separated
  
- 2) My first (1st) suggestion: Allow the Regional Connector to stretch from 'Tokyo/Arts Station' to the corner of 'Alameda/101 Fwy Station' and 'Alameda/Cesaer Chavez'. (That's the front entrance of Union Station Building/ and Foothill Transit signs).
  
- 3) My second (2nd) suggestion: Allow the Regional Connector to stretch from Alameda/101Fwy Station,>> then to Ceasar Chavez/Alameda Street,>> then to CasaerChavez/Main & Los Angeles intersection,>> then to Main/ 1st, >> then to RedLine-Civic Center Station, >> then to 5th & 6th/Flower LA Library Station. Thereby creating several new station and connections to other transportation vehicles.
  
- 4) My third (3rd) suggestion: Build aerial-lanes on freeway systems for LRT train only.

Sincerely,

\*M. Porter

mporter\_6@yahoo.com

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

-----Original Message-----

From: paul yeh [mailto:pyeh99@yahoo.com]

Sent: Wednesday, February 17, 2010 5:22 PM

To: Regional Connector; Jackson, Michelle

Cc: ginny@therobergroup.com

Subject: RegionalConnector:NewAlternative

To the MTA,

I'm writing this email in regards to tomorrow's Planning and Programming Committee meeting on February 18th at 2pm. Unfortunately, I cannot attend because of my schedule. However, I would like to comment and express my support for the new fully-underground alternative as a resident of Little Tokyo.

I want to impress upon the committee how much the community has come together on this new alternative. In our eyes, the two original build options are simply NOT acceptable to the long-term planning of Little Tokyo. The size and scale of the project would tear this small community apart and have permanent affects on the surrounding area. We've worked very hard with Ann Kerman and the MTA project team the past several months because we recognize the need for the Regional Connector but don't believe it has to destroy Little Tokyo in the process. Having trains go BENEATH 1st and Alameda, a key intersection, would not only meet the needs of the Regional Connector but also minimize disruption to Little Tokyo businesses, cultural institutions, and residents.

I strongly urge that MTA moves forward with the community in mind. Please approve the inclusion of the fully-underground alternative to the DEIS.

Sincerely,

Paul Yeh

Chairman, Savoy Homeowner's Association MTA Committee

Member of GetFit Little Tokyo

Member of Little Tokyo Community Council

**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:14 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** Yusef Shafi [mailto:shafi.s.y@gmail.com]

**Sent:** Wednesday, February 17, 2010 1:28 PM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector Comment

I am writing to express strong support for the full-underground option for the regional connector being considered as a build alternative for the DEIR. A fully underground connection in Little Tokyo will provide an invaluable transit connection while preserving local business and the pedestrian scale of the neighborhood. Also, having an underground station at First and Alameda to upgrade or replace the existing Little Tokyo/Arts District Station will undoubtedly help to handle the large crowds that will pass through the regional connector, and provide for more train arrivals and departures in the same amount of time by effectively adding a second platform to the station. An excellent example of the convenience of multiplatform and timed transfer systems can be found in Oakland at the 12th St, 19th St, and MacArthur BART Stations, and a similarly efficient and convenient station structure for this vital inter-regional link is essential.

I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo and Downtown as well as the greater Los Angeles area in efficient and environmentally-friendly ways that look after the community as well. Thank you for responding to the concerns of the community and please keep up the great work in transforming our city and county for the benefit of all.

Yusef Shafi



**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:12 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com

-----Original Message-----

From: John Gove [mailto:johnpgove@gmail.com]

Sent: Thursday, February 18, 2010 12:48 AM

To: Regional Connector; Jackson, Michelle

Subject: Regional Connector Comment

Hello,

I regret that I cannot make the meetings scheduled for Thursday, February 18, but I was called in to work at the last minute. I have been following the RC for quite some time, and metro has promptly responded to my inquiries. Thank, you.

I strongly recommend that the completely underground station and connection to the Goldline be included in the DEIS/R. As a resident of the Pasadena area, I believe the complete grade separation at the intersection of 1st and Alameda is most sensible and will bear out to be more practicable, even if at increased expense. The long-term benefits of grade separation will manifest in the near future as traffic at that intersection continues to increase with residential development. Little Tokyo will be saddled with neither a monstrous at-grade transfer station compromising the pedestrian character of the neighborhood nor the traffic delays and the associated increased pollution resulting from having too many vehicles of various modes share the surface plane of traffic. Existing and future storefront activity facing the street at ground level will not be hamstrung by confining sidewalk limitations. Commuters may be able to shave a few seconds off their commute by not having to slow at an at-grade street crossing and may be able to shave minutes by not having to walk as much distance in the transfer process, a byproduct of turning two separate surface platforms into one underground platform. It's a good idea. Let's run with it.

Sincerely,

John Gove  
P.O. Box 2081  
Irwindale, CA 91706

PS - Please start finding funding for that Hollywood to Westwood phase of the Subway. That segment will pay for itself in spades.

**Subject: FW: Sadly, I will not be able to attend the Regional Connector Meeting**

**Date:** Tuesday, February 23, 2010 5:11 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com

-----Original Message-----

From: Linda Blakeman [mailto:linda.blakeman@gmail.com]

Sent: Thursday, February 18, 2010 3:04 AM

To: Regional Connector

Subject: Sadly, I will not be able to attend the Regional Connector Meeting

Hi,

I am very happy about this change in your plans for the Metro in Little Tokyo.

I would attend the meeting but I have a jury duty commitment.

Thank you for listening to the community and for your consideration.

Sincerely,

Linda Blakeman

100 S. Alameda Street #302

Los Angeles, CA 90012

**Subject: FW: Regional Connector in Downtown LA (Little Tokyo)**

**Date:** Tuesday, February 23, 2010 5:11 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** S. N. Shafi [mailto:nshafi@pacbell.net]

**Sent:** Thursday, February 18, 2010 10:00 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector in Downtown LA (Little Tokyo)

To the Concerned Persons,

I urgently propose that a fully grade-separated alternative at the Little Tokyo Station, be formally added to the Draft EIS/R at the Metro Planning and Programming Committee Meeting today, February 18, 2010. I regret that I will not be able to make this plea in person due to work commitments and obligations.

As an administrator, planner and architect of several decades standing, I have the good fortune to be part of teams charged with the planning, proposal, design and realization of numerous public serving building projects in Los Angeles, San Francisco and San Diego and other locations outside the US. In these past decades, I have lived in and traveled to many locations and my passion and admiration for rail transit always leads me to utilize this whenever and wherever this is available.

In my experience with rail transit, whether in Washington DC, in New York City or in London and Paris, a grade separated hub is proven to be the most efficient option in solving the problem of moving large volumes of people through rail transit hubs. Timed transfers and multiple platforms typically increase the attractiveness of the rail transit option for people looking to use their travel time effectively and spend their travel dollars for the best return on investment. It has the added benefit of not causing negative secondary effects, such as congestion, on the station surrounding areas.

It is essential that this option be the one selected in order to accommodate the character, the narrow streets and the expected crowds of travellers transiting thorough or otherwise utilizing the Little Tokyo station. It will also serve as an apt counterpart to the multi-level facility available at the other end of downtown LA, at Figueroa.

Thank you for your consideration of my suggestion.

Nadeem Shafi  
POB 881183  
Los Angeles, CA 90009

**Subject: FW:**

**Date:** Thursday, February 25, 2010 11:28 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau [ginny@therobertgroup.com](mailto:ginny@therobertgroup.com), Clarissa Filgioun [clarissa@therobertgroup.com](mailto:clarissa@therobertgroup.com), Dolores Roybal Saltarelli [roybald@metro.net](mailto:roybald@metro.net)

-----Original Message-----

From: Bauza, Barbara [<mailto:bbauza@lausd.net>]

Sent: Wednesday, February 24, 2010 10:52 PM

To: Regional Connector

Subject:

My name is Barbara Bauza, owner at the Savoy Homeowners Association located at 1st and Alameda Street. My unit is #425 facing the swimming pool and every day we hear the metro going through even though we are on the inside of the Savoy complex.

I fully support the Little Tokyo Community Council in demanding to add the only community acceptable alternative to the study: a fully grade separated alternative that would put the tracks underground, removing the trains traveling at grade through our neighborhood, put the Little Tokyo station underground, and give us the opportunity for more park space.

In addition, take the other build alternatives out of the study and finally, have Metro staff to continue their close relationship with the Savoy Homeowners Association in order to address the construction and operations impacts of the Regional Connector project.

Thank you,

Barbara Bauza  
(213) 718-6149  
[bbauza@lausd.net](mailto:bbauza@lausd.net)

**Subject: FW: Regional Connector Project**

**Date:** Thursday, February 25, 2010 11:28 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginni@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

-----Original Message-----

From: Kenneth Hsu [mailto:kennthsu@gmail.com]

Sent: Wednesday, February 24, 2010 6:23 PM

To: Regional Connector

Subject: Regional Connector Project

To whom it may concern:

I am a resident of Little Tokyo. Since 2006, I have lived in the Savoy located on Alameda and 1st. I have enjoyed living in this area very much especially since it has been developing. It continues to draw businesses and residents. Before, I remember this area to be very run down and barren. I am writing to express my deep concern that the regional connector project will put all this development in peril. The alternative which places above ground trains through First Street into the current Office Depot parking lot is a threat, not only to the community in general, especially to fellow homeowners who have put their hard earned life savings into the Savoy condominium complex. For many like myself, who purchased their unit at the height of the housing bubble, the investment has been very difficult to sustain in the face of the current economic environment. Many fear that the years of construction that the connector would require will further destroy our investment. Furthermore, the neighborhood is developing into a nice, relatively quiet area where pedestrians can walk and enjoy shopping and eating in the Little Tokyo stores and restaurants. The regional connector threatens this character of the community by putting high volume train traffic through the heart of the neighborhood.

I implore you, PLEASE FULLY CONSIDER ALTERNATIVES WHICH WOULD NOT PUT TRAINS THROUGH THE HEART OF LITTLE TOKYO. I hear that there is a new alternative being considered which would be underground. While this may cost more to build, it would save money by saving a quickly developing community and Los Angeles attraction.

Sincerely,

Kenneth Hsu

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Wednesday, February 24, 2010 12:43 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

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**From:** Patti DLANC [mailto:patti.berman@dlanc.com]

**Sent:** Wednesday, February 24, 2010 11:46 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** RegionalConnector:NewAlternative

To whom it may concern:

My name is Patti Berman And I am the VP of Outreach for the Downtown Los Angeles Neighborhood Council.

I appreciate the invitation to your meeting tomorrow, but I will be unable to attend. So, I just wanted to put in my two cents.

I want to put support strongly in favor of the fully grade-separated alternative for the Regional Connector. We are working hard to make downtown pedestrian and bike friendly. Keeping the trains below grade as much as possible fits into this model.

Thank you for keeping DLANC informed.

Patti Berman

**Subject:** Letter of Commendation & Appreciation from LTCC

**Date:** Wednesday, February 24, 2010 1:21 PM

**From:** June Berk <Ltccjb@aol.com>

**To:** Arthur Leahy LEAHYA@metro.net

**Cc:** Ann Kerman kermana@metro.net, Ginny Brideau ginny@therobertgroup.com

**To:** Arthur Leahy

**cc:** Ann Kerman, Metro

**cc:** Ginny-Marie Brideau, The Robert Group

Dear Mr. Leahy,

Attached is a scanned copy of the letter that was sent to you in the mail today. Please note that the date on the scanned copy is not correct.

The original letter is dated February 24, 2010, which is correct.

Thank you very much.

Sincerely

June Berk

818-400-3273





**Little Tokyo Community Council**  
369 East First Street  
Los Angeles, California 90012  
213 **625.0414** ext **5720**  
Fax 213 **625.1770**  
<http://ltcc.janet.org>

November 24, 2009

Mr. Arthur T. Leahy  
Chief Executive Officer  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Commendation & Appreciation

Dear Mr. Leahy:

On behalf of the Little Tokyo community, the Board of Directors of the Little Tokyo Community Council, an organization of over 100+ businesses, resident associations, religious and educational institutions and community-based organizations, would like to commend and thank the Metro Team for their hard work and efforts to develop the concept of the Fully Underground Alternative plan for consideration by the Metropolitan Transportation Authority Board of Directors for the Metro Regional Connector.

At today's meeting, the following motion was adopted by the Board of Directors:

#### MOTION

The Board of Directors commend and applaud the efforts of the Metro staff and the consultants for developing the concept plans of the Fully Integrated Alternative for the Regional Connector, for consideration by the Metropolitan Transit Authority Board of Directors.

The LTCC Board of Directors thank the Metro staff for listening to the concerns of the community; for creating the option specifically in response to the community's concerns by developing a conceptual plan that would clearly eliminate the at-grade train crossings at First Street and Alameda Street.

*"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."*

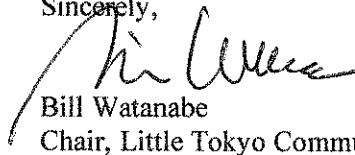
Page two

We wish to express our deep appreciation for the Metro Team's hard work and sensitivity to the community. In particular:

Dolores Roybal Saltarelli, Metro Project Manager  
Ann Kerman, Metro Constituent Project Manager  
Ray Sosa, CDM Consultants  
Virginia Jackson, CDM Consultants  
Ginny-Marie Brideau, Project Manager, The Robert Group  
Clarissa Filgioun, The Robert Group

We are looking forward to continuing to work with the Metro Team on this option, which we hope will be added to the Draft Environmental Impact Statement/Report (Draft EIS/R) by the MTA Board of Directors.

Sincerely,



Bill Watanabe  
Chair, Little Tokyo Community Council

cc: Dolores Roybal Saltarelli  
Ann Kerman  
Ray Sosa  
Virginia Jackson  
Ginny-Marie Brideau  
Clarissa Filgioun

cc: LTCC Board of Directors:  
Alan Kumamoto, 1st Vice Chair, Kumamoto Associates  
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.  
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.  
Kei Nagao, Co-Secretary, J-Town Voice  
Eric Kurimura, Nishi Hongwanji Buddhist Temple  
Chris Aihara, Past Chair, Japanese American Cultural & Community Center  
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA  
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple  
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association  
Craig Ishii, Japanese American Citizens League  
Goro Endo, Union Church of Los Angeles  
Ken Kasamatsu, Pacific Commerce Bank  
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association  
Jeff Liu, Visual Communications  
Tatsushi Nakamura, Japanese Prefectural Association  
Wilbur Takashima, Little Tokyo Teramachi Owners Association  
Satoru Uyeda, SK Uyeda Investments  
Hiroshi Yamaguchi, Japanese Community Pioneer Center  
Akemi Kikumura Yano, Japanese American National Museum  
Evelyn Yoshimura, Little Tokyo Residents Association

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Thursday, February 25, 2010 11:27 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobertgroup.com, Clarissa Filgion clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** Darryl Garibay [mailto:dagaribay@sbcglobal.net]

**Sent:** Thursday, February 25, 2010 9:04 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** RegionalConnector:NewAlternative

MTA:

I will be unable to attend the Board meeting this morning, but wanted to make a brief statement for the record as a business person in Little Tokyo.

I am in support of the MTA continuing on with their study of the "All Underground/3rd Build Alternative" alternative for the Regional Connector. I am hopeful that the Board will vote to allow that study to move forward and become an official part of the options that are being considered by the MTA.

Thank you,

Darryl Garibay, President  
**Advanced Parking Systems**  
544 Mateo Street, Third Floor  
Los Angeles, CA 90013  
P: 213-628-9500  
F: 213-628-9600

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Thursday, February 25, 2010 11:27 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginyin@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

-----Original Message-----

From: Linda Blakeman [mailto:linda@emseminars.com]

Sent: Thursday, February 25, 2010 10:00 AM

To: Regional Connector; Jackson, Michelle; Kerman, Ann

Subject: RegionalConnector:NewAlternative

Hi Ann,

We spoke awhile back about the need for green space in the Little Tokyo area that would include a park for children. As you know, there are many young, growing families at the Savoy, Mura, and other condo complexes in the area. As an educator with over 20 years experience, I am concerned that the needs of children have been overlooked in the redevelopment of Little Tokyo and the Arts District.

Currently, many young couples who invested in this area (especially at Savoy) are now upside down in their mortgages; and are having to live longer in their units until the market turns again. This means that for the next 10 years, we will be seeing more young children in the area. This is good for the growth of the community, but with that growth, adjustments need to be made.

We need a safe place where children can play and young parents can congregate in the community. It should have green space, but could be carefully designed to include shopping and eateries. All parking should be underground. A Japanese garden would enhance the area and create a welcoming place for the community to walk to. Efforts in design must be made to modernize and enhance the feel of the Little Tokyo/ Arts District community, and not distract from it.

I would be happy to get signatures, as there is growing interest and excitement about this proposal. We may also want to consider space for a preschool and/or creative arts charter school.

I would be happy to do the necessary preliminary work and present this request to the board meeting next month.  
(I could come today, too, if necessary.)

Thank you for all that you are doing to listen to the concerns and needs of the community.

Respectfully,

Linda Blakeman  
Savoy, Unit 302  
100 S. Alameda Street,  
Los Angeles, CA 90012  
213-447-0044

**Subject: FW:**

**Date:** Tuesday, March 16, 2010 5:28 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau [gabby@therobergroup.com](mailto:gabby@therobergroup.com), Clarissa Filgioun [clarissa@therobergroup.com](mailto:clarissa@therobergroup.com)

---

**From:** Ochoa, Harold [<mailto:HOchoa@mednet.ucla.edu>]

**Sent:** Tuesday, March 09, 2010 1:31 PM

**To:** Regional Connector

**Subject:**

I think the plans are great , once the phase that goes to ucla, I won't be needing my car any longer, the gold line its away from my home. Thanks metro.

## Harold Ochoa

**Adm. Assistant.**

**UCLA- Patient Business Services**

10920 Wilshire, Blvd. suit: 1600

Los Angeles, California. 90024.

email: [hochoa@mednet.ucla.edu](mailto:hochoa@mednet.ucla.edu)

tel: **310-794-8480.**

fax: **310-794-8426.**



Please consider the environment before printing this e-mail.

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**IMPORTANT WARNING:** This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer.

**Subject: FW: [Metro.net] customer comment**

**Date:** Monday, April 19, 2010 9:51 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginity@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

-----Original Message-----

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Saturday, April 17, 2010 11:49 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Elisabetta

Last Name: Taffoni-Burke

Email: elisabettataffi@yahoo.com

Phone: 626 975-2607

URL:

-----  
Previously I attended one of your meeting regarding the metro system and the regional connector transit corridor. I still feel that it is highly unwise to have a rail system to run on surface. With a higher density population in downtown the metro it will worsen the traffic. In Pasadena where I live the decision to have railroad crossing on street level it is worsen traffic backing up lines of cars on the boulevards and creating more pollution from the cars exhaustion. Reconsider your decision looking at the future.  
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**Regional Connector Transit Corridor  
Draft Environmental Impact Statement/  
Draft Environmental Impact Report**

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Public Agency Meeting Matrix (Post Scoping)**



# Regional Connector Transit Corridor Post-Scoping Agency Meetings

<b>Date</b>	<b>Agency Meeting</b>
June 10, 2009	Los Angeles Department of Transportation
June 18, 2009	City of Los Angeles Bureau of Engineering
June 30, 2009	Technical Advisory Committee
July 1, 2009	Los Angeles County Department of Power and Water and Flood Control
July 22, 2009	Little Tokyo Planning and Cultural Preservation Committee
July 22, 2009	Los Angeles Conservancy
August 6, 2009	Los Angeles Police Department, Los Angeles Fire Department, Los Angeles County Sheriff's Department
August 13, 2009	Central City East Arts District
September 2, 2009	Los Angeles Department of Historic Resources
October 22, 2009	Technical Advisory Committee
November 4, 2009	Elected Officials Briefing
December 1, 2009	Los Angeles Department of Transportation
February 8, 2009	MTA Operations
March 16, 2010	Los Angeles Department of Transportation
March 24, 2010	Elected Officials Briefing
April 8, 2010	Technical Advisory Committee

