

**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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APPENDIX I

**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

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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 Homba 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
St. Alphonsus Elementary School
St. Francis Center
St. Mary Elementary School
St. Stephens Martyr School
St. Vincent Medical Center
Standard Hotel
State Farm
State of California
Stevenson Middle School
Stonefield Josephson: Inc.
Strategic Planning/Access Services
Strategy Workshop: Inc.
Streets Blog LA
STS-Round Table Members
Stuart Ketchum YMCA
Sunrise Elementary School
Sushi Gen
System Metrics Group: Inc.
Taira Services Corp.
TCI Leasing
Team CFO
Teamsters 396
Teamsters 911
Teramachi Housing
The Bonaventure
The Colburn School
Thomas Properties Group
Titan Group
Tokyo Cleaners
Tokyo Public Safety Association
Tokyo Villa Tenants Association
TransCore
Transit Coalition
Transportation & Land Use
Collaborative
Transportation Foundation of LA
Tri Modal Express
TriCounty Watchdogs
Trifecta
Trust for Public Lands
UA 78 - Plumbers
UCLA Government & Community
Relations
UCLA Nikkei Student Union
UFCW Local 770
Union Bank of California
Union Church of Los Angeles
Union De Vecinos
Union Pacific Railroad
Union Rescue Mission

Unite HERE Local 11
United Gospel
United Homeowners Association of
Crenshaw
United Neighborhoods of Historic
Arlington Heights: West Adams &
Jefferson Park Communities
University of Southern California
Urban Design Technology Strategic
Planning
Urban Foundation
Urban Land Institute LA
Urban Partners
US Bank
UTU Local 1565
UTU Local 84
Uyeda S K Investment Corp
Vermont Village Community Dev. Corp.
Vernon Chamber of Commerce
Village Green Owners Association
Visual Communications
Volk Properties
Watson Land Company
Watts Community Housing Corporation
Watts Towers Arts Center
Weiland Brewery
Weingart Center
Weller Court
Wells Fargo
Wesley United Methodist
West Angeles Church
West Angeles Community Development
Corporation
West Los Angeles Chamber of
Commerce
West Los Angeles College
Westchester Playa Del Rey
Neighborhood Council
Westfield Fox Hills Mall
Westside Center for Independent Living
Westside Cities Council of Governments
White Memorial Medical Center
William Mead Homes
Windsor Square Association
Winter Gardens Elementary School
World Trade Center
WOW Productions
Wyndham Commerce Hotel
Yamato Travel Bureau
YMCA
Ynez Elementary School

Young Communications Group: Inc.
Zenshuji Soto Mission

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APPENDIX I

**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
 All Projects & Reports

Programs & Initiatives
 Environment
 Freeway Service Patrol
 Call for Projects
 Transit Oriented Development

[Home](#) > [Projects & Programs](#) > [Regional Connector Transit Corridor](#)

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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[Board Recap & Agenda](#)

[Contact Information](#)

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[Browsers & Plugins](#)

[Mobile Version](#)

[Text Only Version](#)

[Developer Site](#)

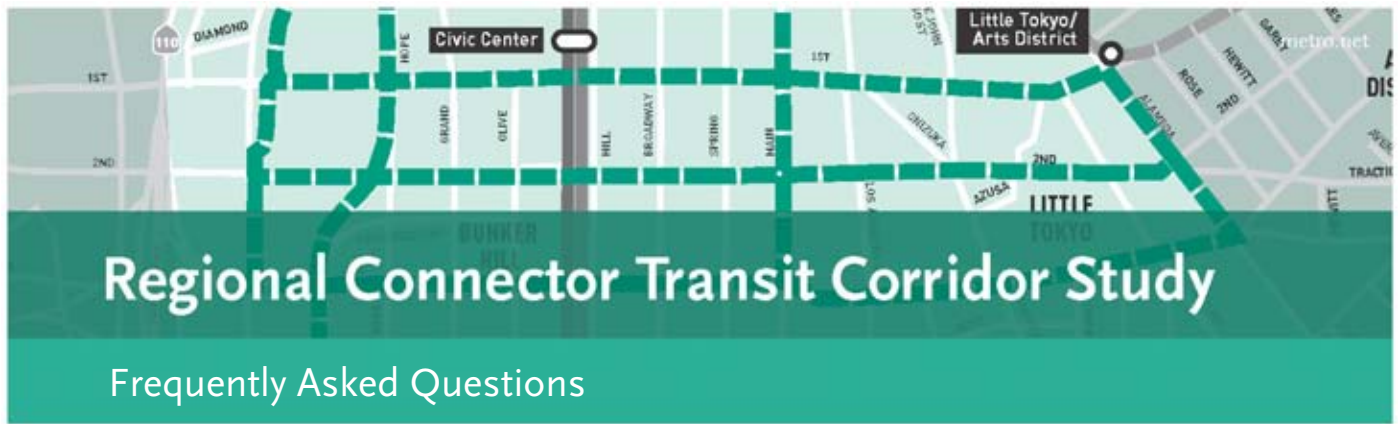
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[Site Map](#)

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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 1st 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 7th Street and Wilshire Boulevard to the vicinity of the Metro Gold Line Eastside station at 1st 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?

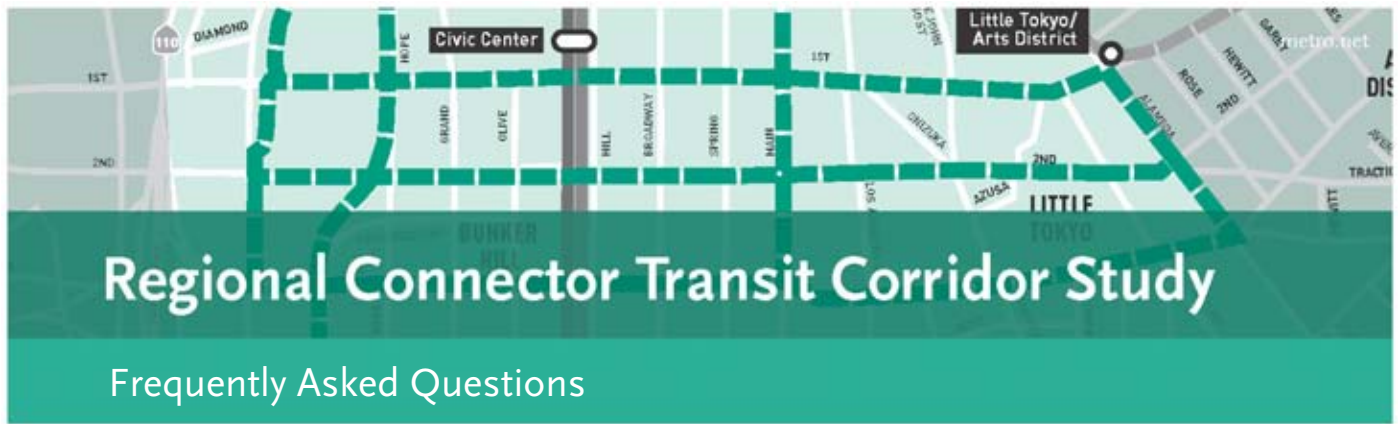
The transit modes under consideration for the Alternatives Analysis include existing modes in operation by Metro, including light rail (Blue/Green/Gold Lines), and different bus modes (Bus Rapid Transit or "BRT," Metro Rapid Bus, etc.).

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.

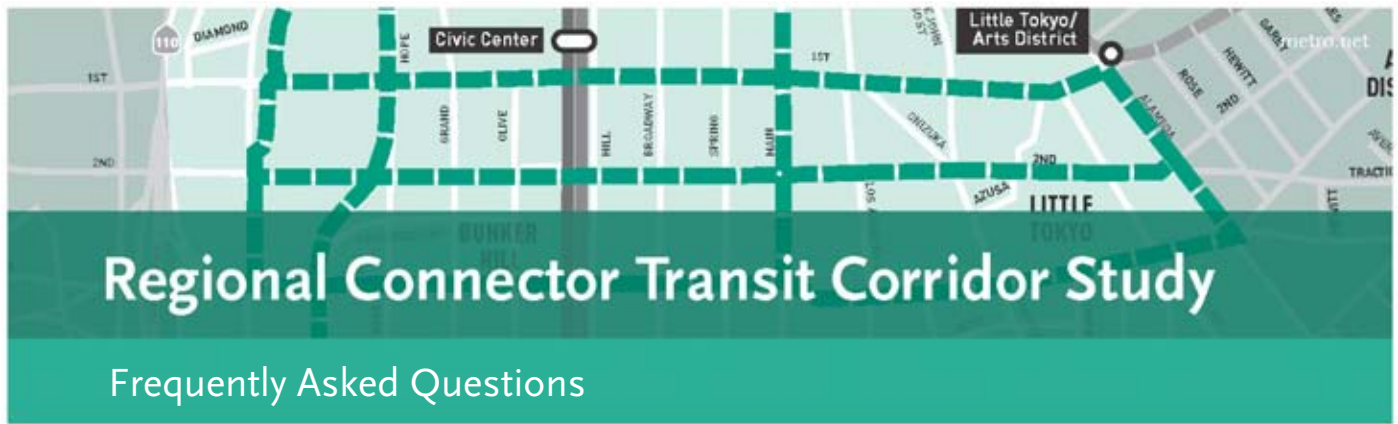
RELATIONSHIP WITH TRANSIT

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

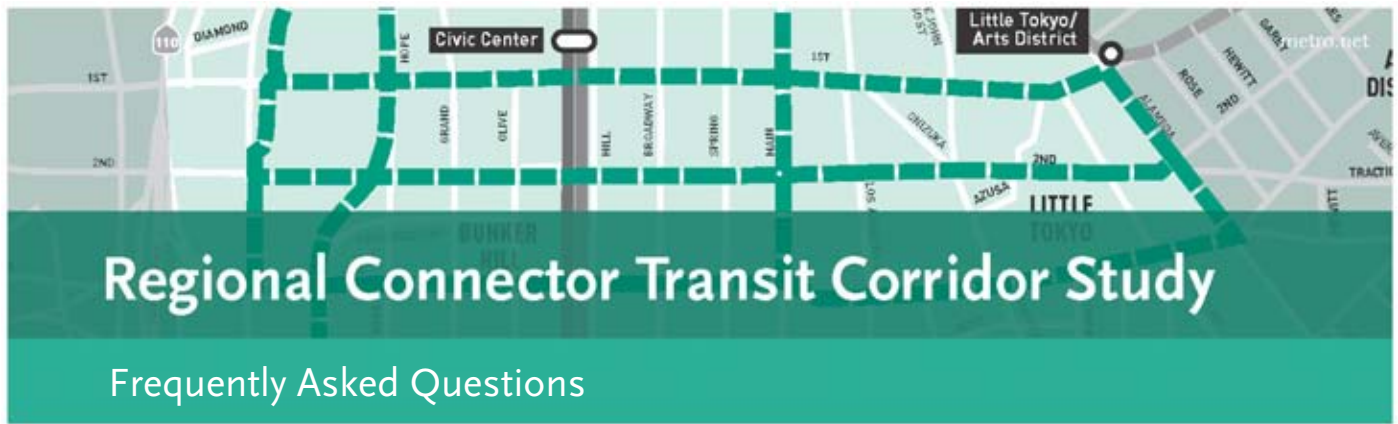
What would the impacts be for street traffic, noise, and visual appearance if the project were underground? At street level? Above ground?

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 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

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求める場合には、さまざまな方法で連絡を取ることができます。

EMAIL

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 Salarelli

Project Manager

Metro

One Gateway Plaza,

Los Angeles, CA 90012-2932

電話

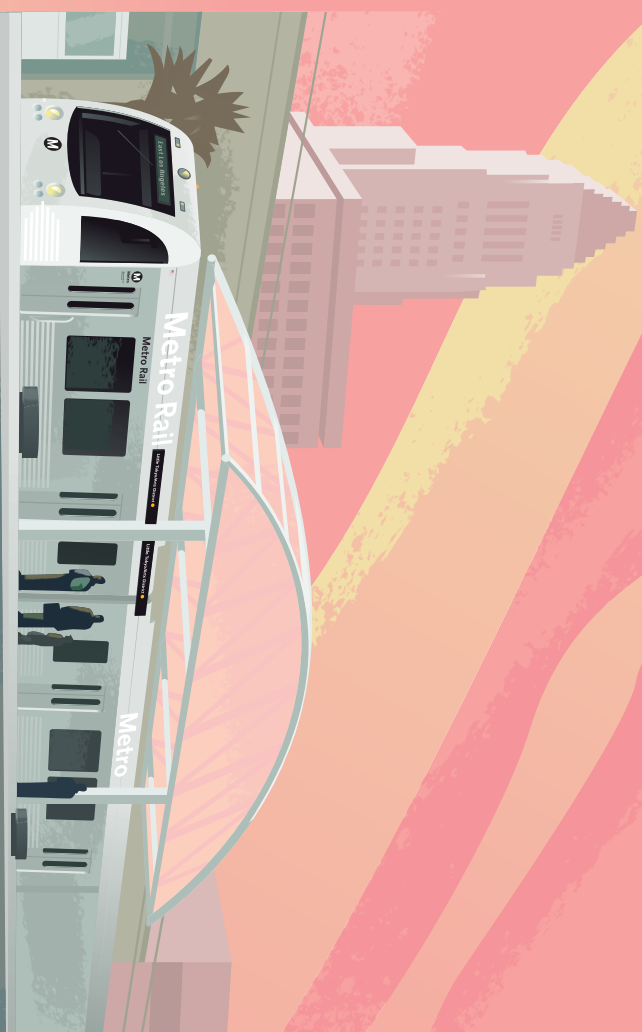
プロジェクトに関する質問やコメントは、電話

213.922.7277を通じてメッセージで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

100834CMC ©2009 LACMTA



Metro

2009年11月
地域参加概要表

公開スコープ会議が2009年9月4日に開催され、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4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スコープ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、あなたのご意見やアイデアは、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2回の地域アツテート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。次の会議は2009年11月に予定しています。あなたの名前が当局の郵便・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までEメールで、または電話213.922.7277、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は環境文書を発行し、数回にわ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

アウトリーチ過程の一環として、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・アインサンジャ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から地域からのど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。

集中的なアウトリーチ

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、将来的な移動などに関する懸念に取り組みます。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アツテートを提供し、質問や懸念に対して応答していきます。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、さらに長くなります。以下は現在までに完了した会議の概要です。

Metroは開発全般にわたり、包括的かつ透明な地域アウトリーチ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スコープ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んでいます。

公式的な公開会議 公開EIS/Rスコープ会議

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
- > アインサンジャル地区駅

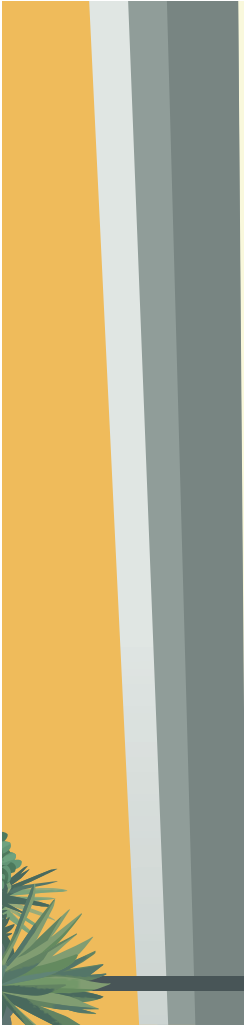
利害関係者会議／説明会

- > フリンギンク・バック・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・フオー・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・コンサバトリ
- > 近代美術館
- > 南カリフォルニア大学

当局の会議

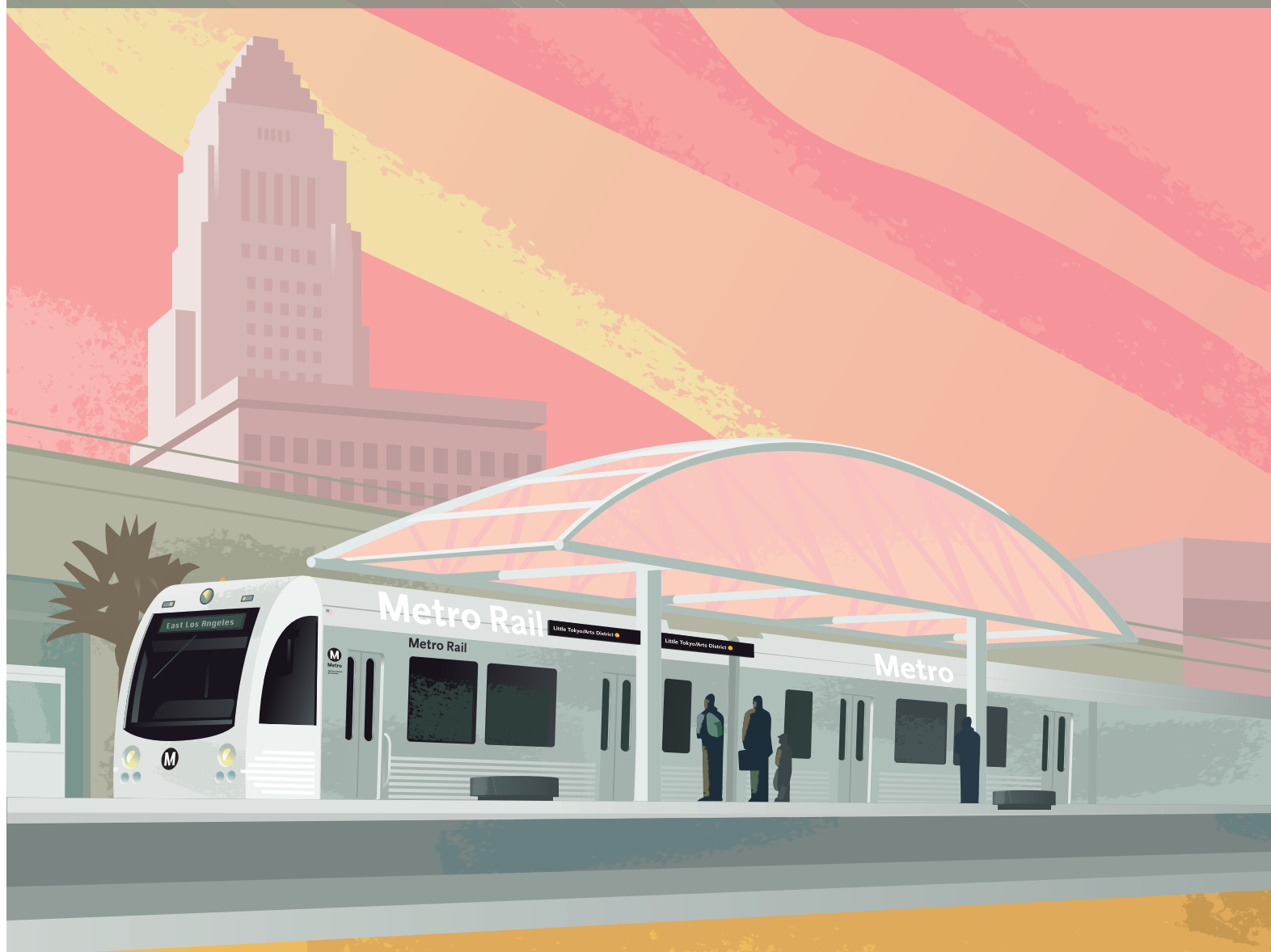
- > ロサンゼルス市計画局、地域開発局、公共業務部(エンジニアリング局)、交通部
- > ロサンゼルス郡
- > 公共業務部
- > 市町村、州、連邦の選抜された公式の説明会

会議の種類	会議	現状
CEQA/NEPAに要求される会議	公式的なスコープ会議 公聴会	2009年9月に完了 2010年夏
周期的なアツテート	地域会議	2009年1月に最低回アツテート会議を開催し、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～進行中 2009年9月～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



2009年11月
環境検討概要書

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要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

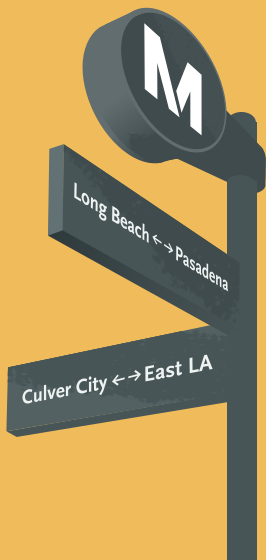
2009年の3月－2010年夏

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、大気の質、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、工事中と稼動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

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

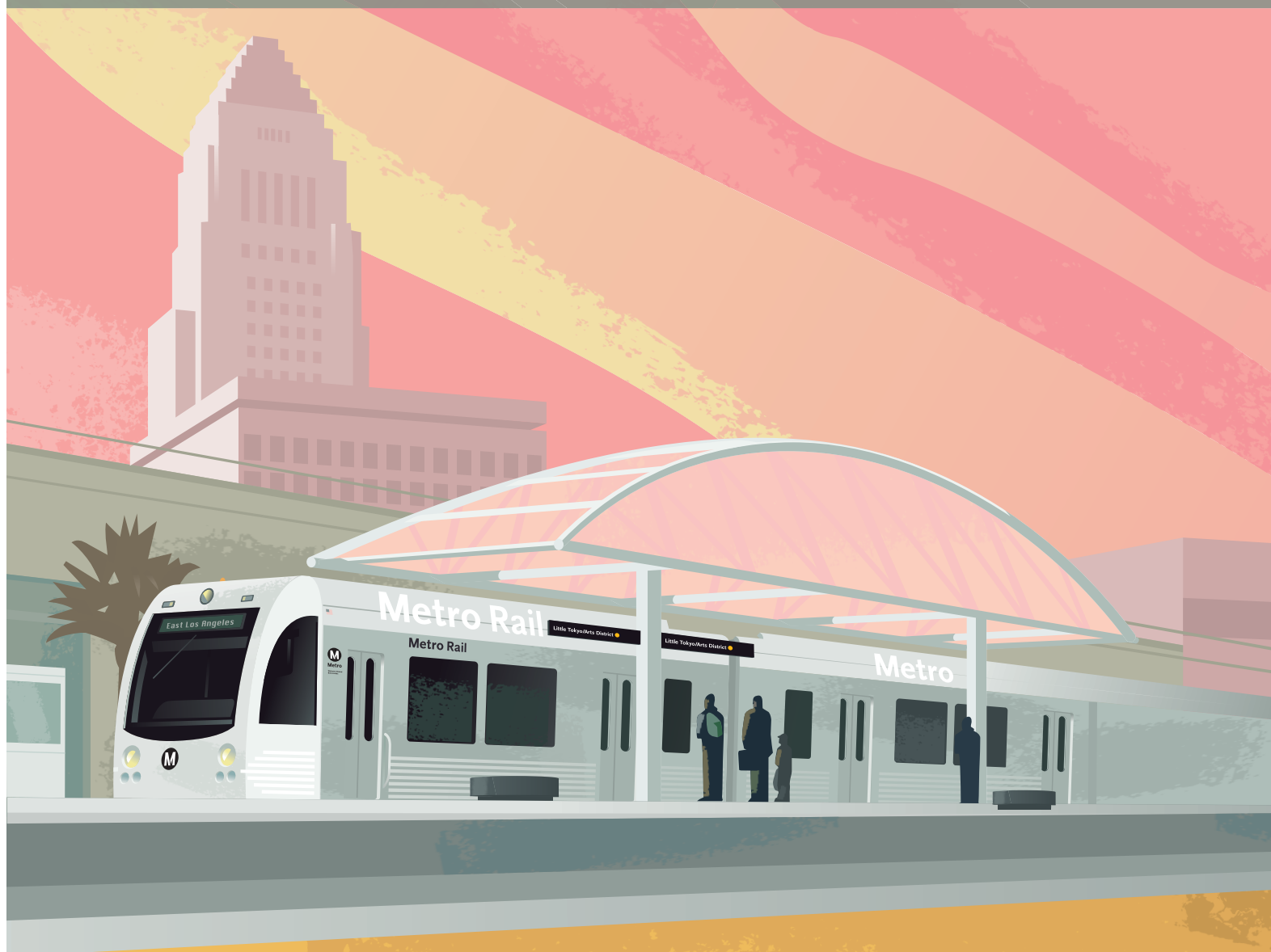
本プロジェクトに関する質問やコメントを電話のメッセージに残すこともできます。電話番号は 213.922.7277。電話のメッセージは平日に最低1回は再生されます。

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。

地域コネクター トランジット回廊地帯

環境評価の過程



2009年11月
環境検討概要書

背景

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- > 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

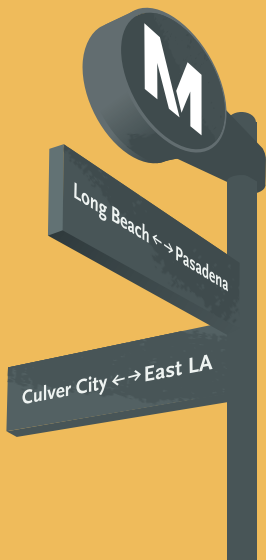
2009年の3月－2010年夏

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、大気の質、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、工事中と稼動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

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

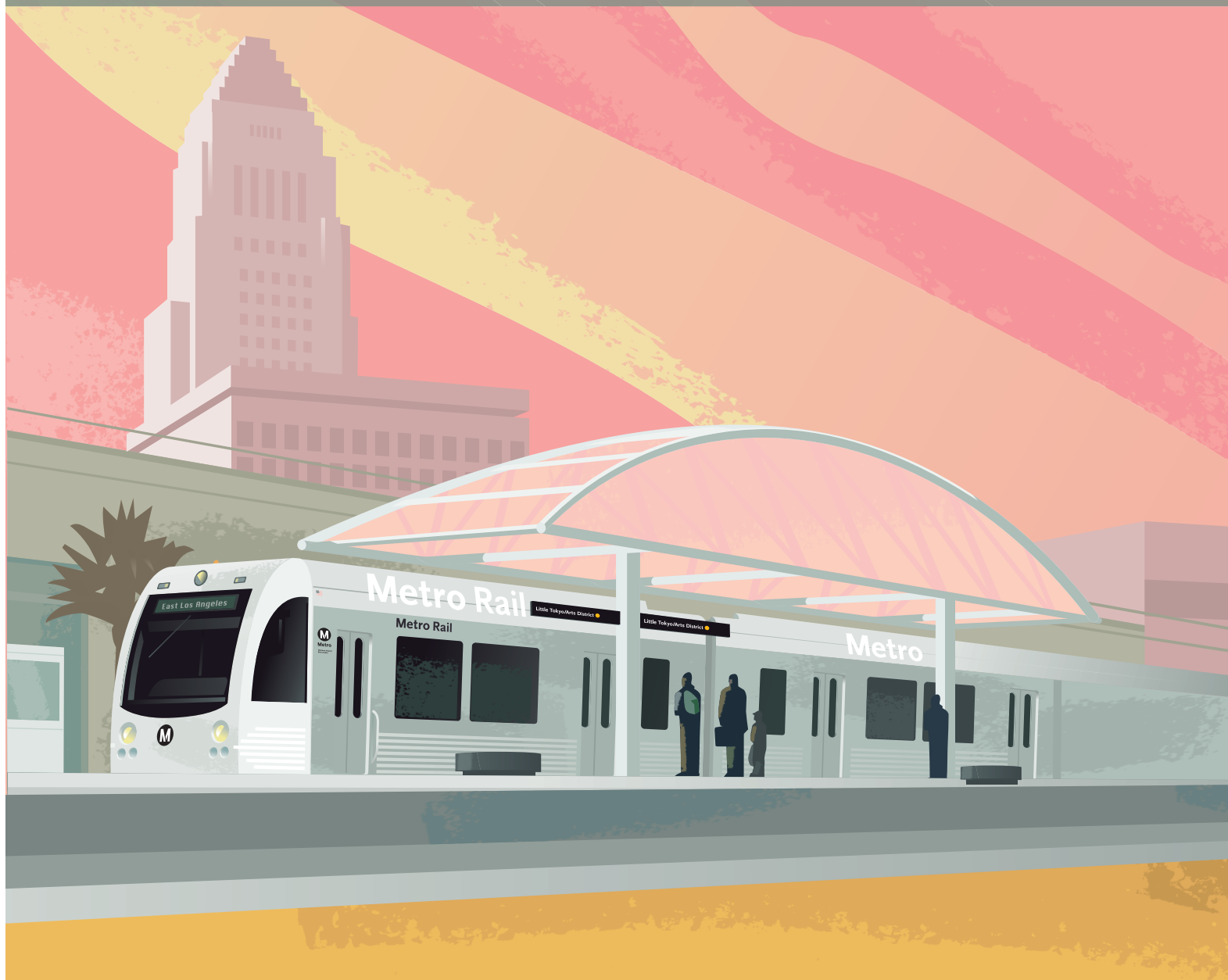
本プロジェクトに関する質問やコメントを電話のメッセージに残すこともできます。電話番号は 213.922.7277。電話のメッセージは平日に最低1回は再生されます。

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 accion publica 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 periodo 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 accion publica
- > 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

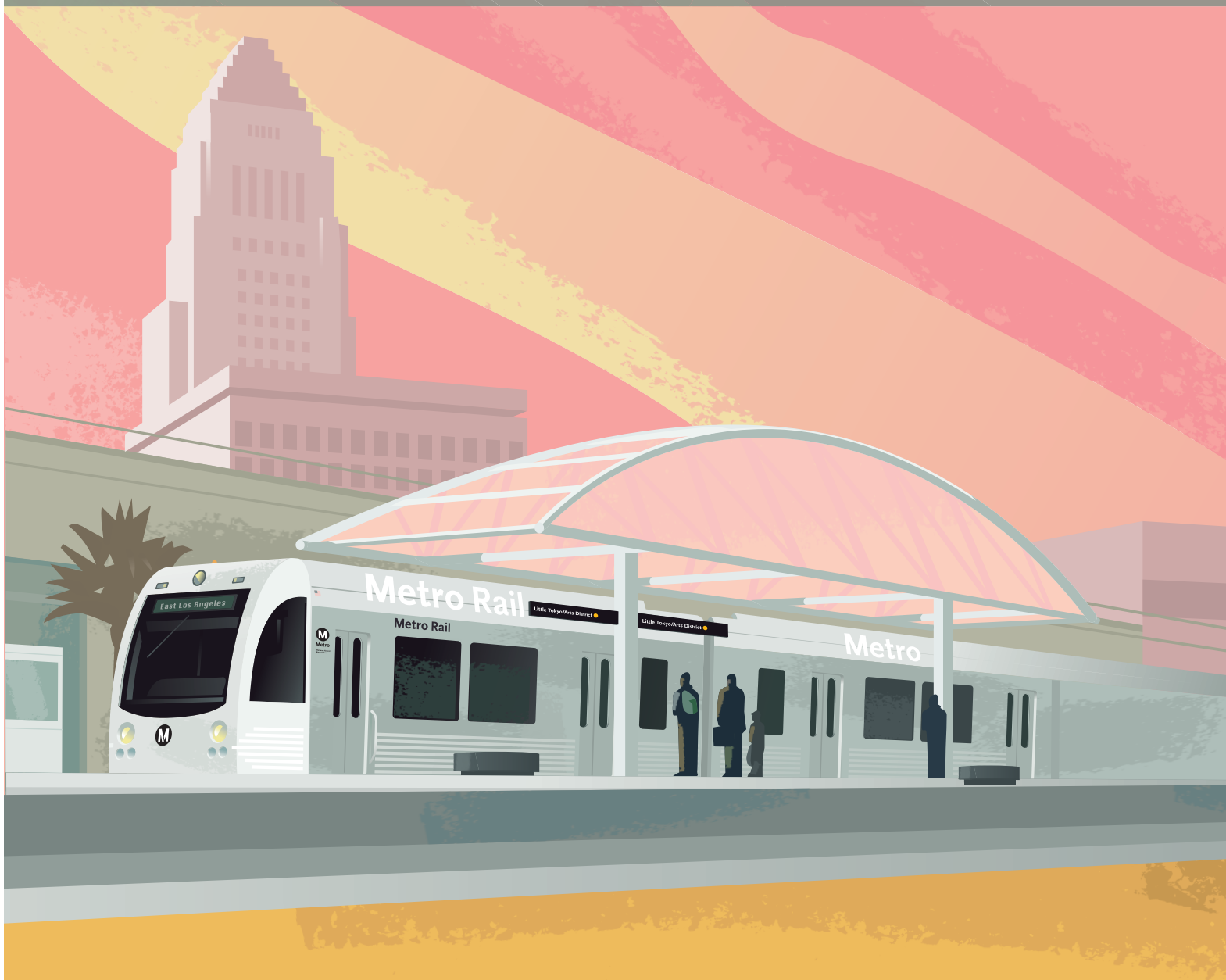
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Metro[®]

Corredor de Transporte Conector Regional

Proceso de Revisión Ambiental



NOVIEMBRE 2009
Hoja Informativa

Antecedentes

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Marzo del 2009 (Completo)

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2. Alcance público

Marzo - mayo del 2009 (Completo)

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SU PAPEL (ACCION PUBLICA)

- > Se le proporciona al público una oportunidad para revisar y hacer comentarios sobre el análisis ambiental.
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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.

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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.
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- > 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 accion publica
- > 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

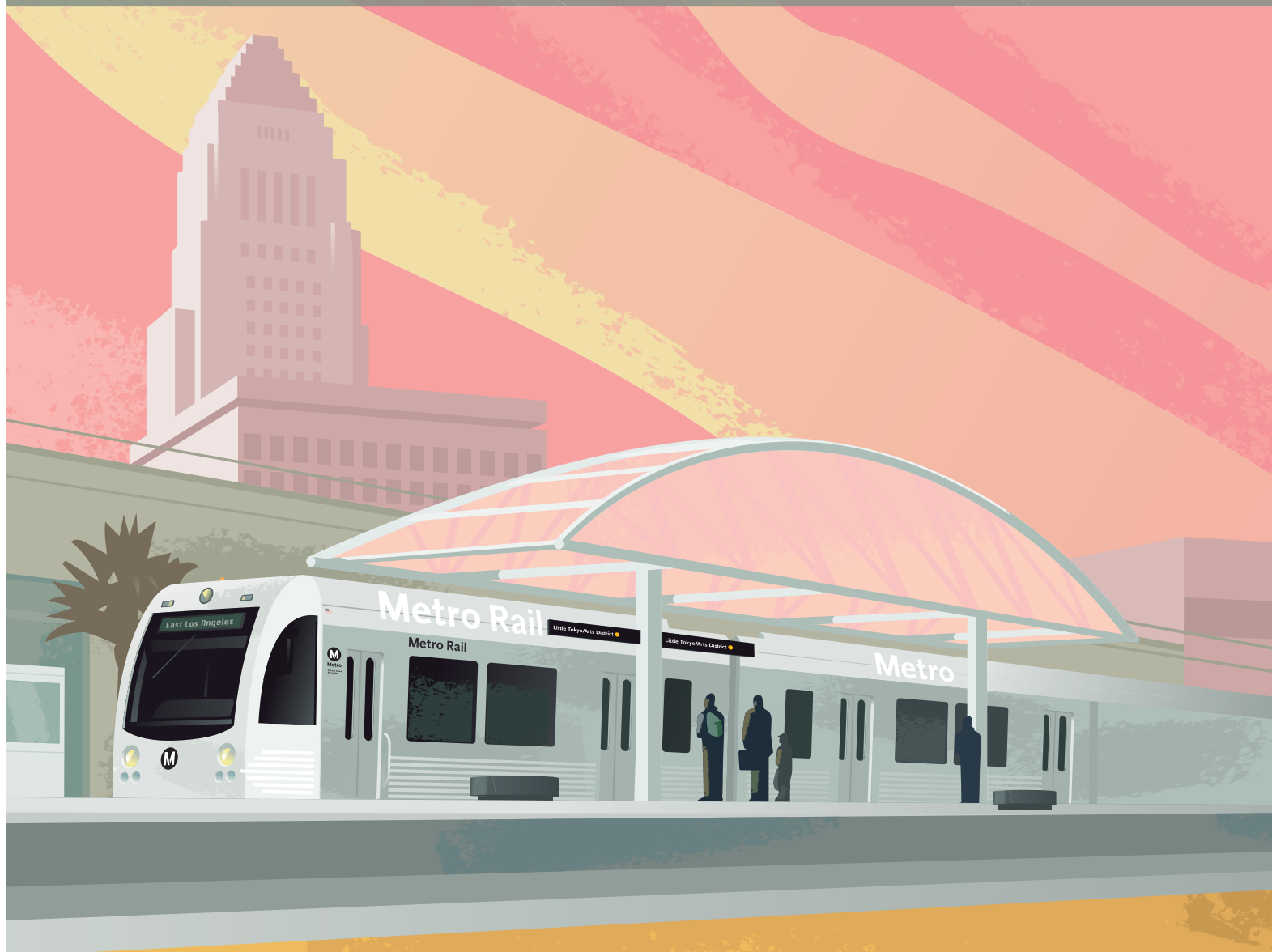
Asegúrese de visitarnos en Facebook en "Metro Regional Connector."



Metro[®]

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

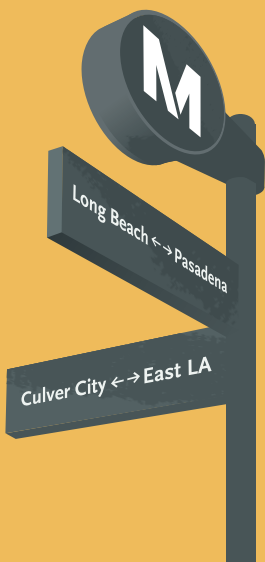
March 2009 - Summer 2010

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

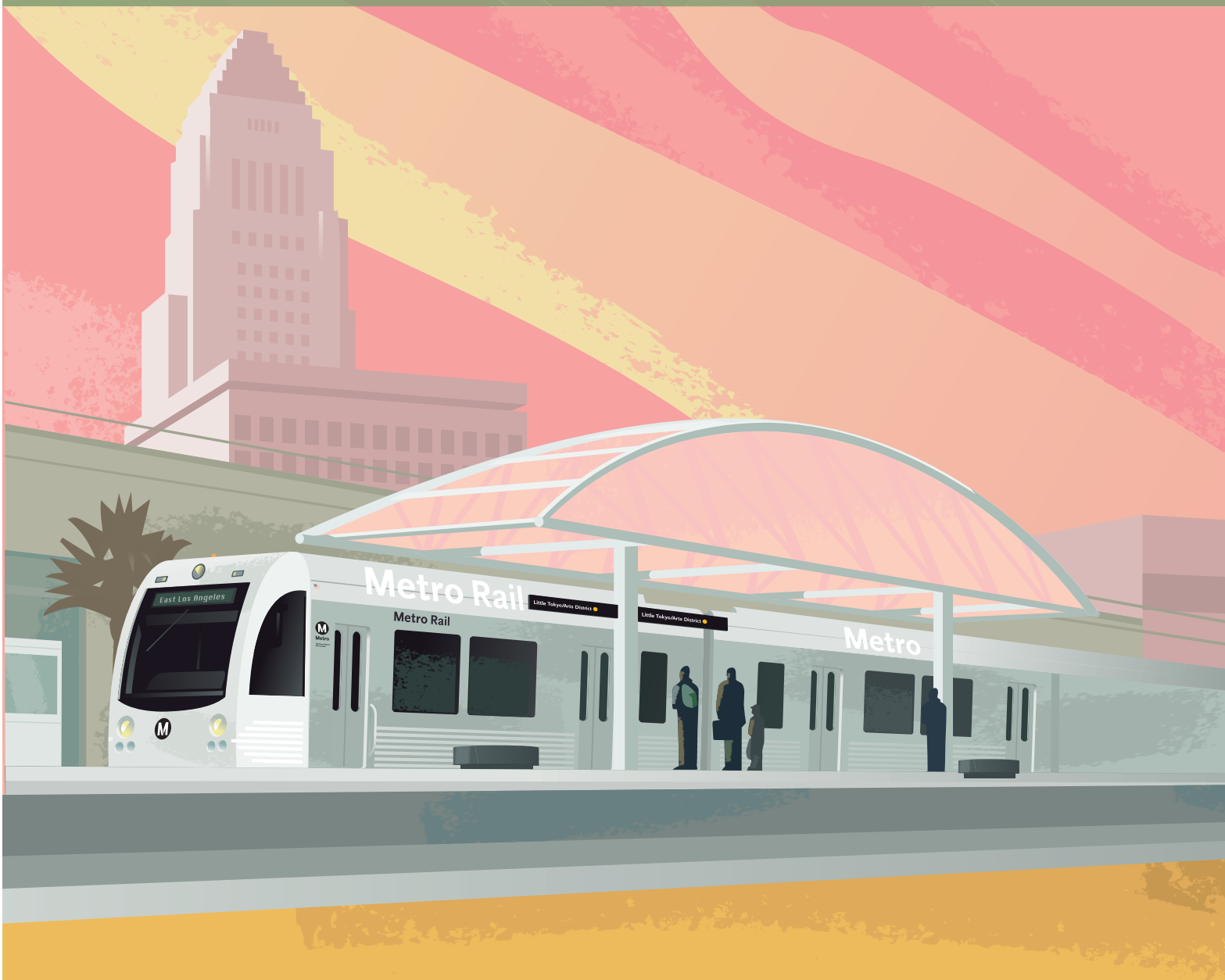
You can also leave your questions or comments on our project phone line by calling **213.922.7277**. Phone messages are retrieved at least once every business day.

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 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

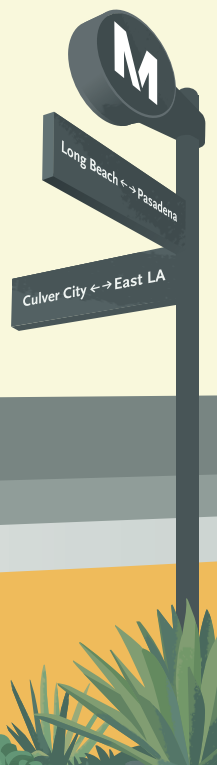
As part of the outreach process, Metro convened an Urban Design Working Group, with three geographic subgroups, coinciding with the proposed station areas for the two build alternatives. These subgroups are looking at neighborhood priorities for station area design specifically around 2nd Street, Bunker 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.

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"Metro Regional Connector."



Metro

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

APPENDIX I

**AGENCY COORDINATION AND PUBLIC
INVOLVEMENT
Facebook Screenshot**

[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

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.

Regional Connector Transit Corridor Project

[Wall](#)[Info](#)[Discussions](#)[Events](#)[Photos](#)[+](#)

Attach:

[Share](#)[Options](#)

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](#)



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

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**



Can You Dig It?

Indieball journey leads up Nikko Games
—page 2

LOS ANGELES JAPANESE DAILY NEWS

The RAFU SHIMPO

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WEDNESDAY, AUGUST 5, 2009

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羅府新報

多聞ニューズ (日本語版)

- ▽クリントン氏北朝鮮訪問、金銭裏切りと会談 10
- ▽米で軍事地テロ計画のイスラム系4人逮捕 10
- ▽連邦上院、新憲法制度人気で駆け引き 12
- ▽23万5000件の派遣派遣(住宅屋し件さえ) 12
- ▽皇国の自衛隊の行使容認、有識者協議会が報告 9
- ▽裁判員制度第2回公開で裁判員が初顔 9
- ▽川上、6回3点で9敗 8
- ▽松井、逆転本塁打、2000本へ 8
- ▽日本語テレビ、ラジオがイデ 7
- ▽MAINICHI 7
- ▽「民主政権」研究 5
- ▽クリントン元大統領訪問 7
- ▽読者の新たな取り組み(記者の目) 6

in the news



TAKING THE TORO Japanese service broadcaster Taka News makes a press during a twilight in Korematsu, southern Japan on Sunday. Taka moved closer to achieving his goal of becoming his country's first full-fledged professional broadcaster by taking part in his first twilight shooting recorded scenes.

Japan-at-a-glance

GRM STATISTICS: The rise of Japan's outside rate is accelerating towards record levels, with the number of suicides in June alone rising 2,622. The total number of suicides during the first half of 2009 was 17,076, up by 768 compared to the same period last year, with males accounting for about 72 percent of that figure. The continuing recession is believed to be partly to blame.

what's happening?

DRUM LINE: A Matsui Taka will take part in Tokyo 10, a live concert to be held in the Higashi Plaza of the Japanese American Cultural & Community Center in Little Tokyo this Friday at 7:30 p.m. The concert for this event draws from the group presentation of various traditional arts during the early Taka Conference, and hopes to demonstrate the diversity of Tokyo styles that have developed across North America.

correction

Apologies to yesterday's photo of the Near West Heights show failed to mention one of the participating designers, Naimey.

INSIDE TODAY'S RAFU

- Sports.....3
- Comments to Somewhere.....3
- Obituaries.....3
- Obituaries.....3
- Classified.....4
- Stocks.....4

Yen-Dollar Rate

DOLLAR DOWNS: The dollar slipped lower on the Tokyo foreign exchange market Tuesday, ending a 0.02 yen to reach 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, North Korean media reported Wednesday.

The move to free reporters Laura Ling and Euna Lee reflected North Korea's "humanitarian and humanitarian policy," the Korean Central News Agency said in a dispatch from Pyongyang early Wednesday.

Clinton spokesman said the former president and the two journalists departed North Korea en route to Los Angeles.

On their Web site, the families of Ling and Lee expressed joy and gratitude at the news that their loved ones were to be released.

The families of Laura Ling and Euna Lee are overjoyed by the news of their pardon. We are so grateful to our government, President Obama, Secretary Clinton and the U.S. State Department for their dedication to and hard work on behalf of American citizens," the statement read.

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 news talks with Kim — the exclusive North Korean leader — a first meeting with a prominent Western figure since reportedly suffering a stroke a year ago.

Ling, 36, and Lee, 32, were arrested in March after crossing into North Korea from China, where they had been reporting on North Korean defectors. They were sentenced to 12 years of hard labor for illegal entry and engaging in "hostile acts."

Washington had pushed for their release, with Clinton's wife, Secretary of State Hillary Rodham Clinton, requesting last month that they be granted amnesty. She described the women as "resistance."



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.

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, a native Californian, Ling is the married youngest sister of TV journalist Lisa Ling.

State media said Clinton offered Kim "words of sincere apology for the women's transgressions, and 'consequently' conveyed President Barack Obama's gratitude for North Korea's leniency, KCNA said.

White House spokesman Robert

Gibbs, however, denied Clinton went with a message from Obama.

"That's not true," he told reporters in Washington.

Clinton's landmark visit, which was not announced in advance by North Korea or the U.S., comes at a time of heightened tensions between Washington and Pyongyang, over the regime's nuclear program.

North Korea in recent months has conducted a nuclear test and test-fired an array of ballistic mis-

Photo by Associated Press

Furutani, Hayashi Assume Helm of Legislative Caucus

SACRAMENTO — The Asian Pacific Islander (API) Legislative Caucus started Assemblymember Warren E. 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. The API Legislative Caucus was established in 2001 with the mission of representing and advocating for the interests of the diverse API communities of California.

"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 Ted Lieu (D-Torrance), who serves as the current chair of the API Legislative Caucus. I look forward to the great work they will be doing on behalf of the API community as the caucus leadership."

Assemblymembers Warren Furutani and Mary Hayashi bring an extensive history of API community work and advocacy in the API Legislative Caucus, said Assemblymember Ted Lieu (D-Torrance), who serves as the current chair of the API Legislative Caucus.

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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.

"Assemblymember Lieu has done an extraordinary job encouraging and achieving higher Asian Pacific Islander involvement," added

Assemblymember Hayashi, who is the first Korean American woman to be elected to the California State Legislature. "In honoring this activism, Assemblymember Lieu has been able to channel the diverse talents of Asian Pacific Islanders into civic engagement."

Working with the Black Legislative Caucus and the Latino Legislative Caucus, Lieu played a significant role in increasing political and political appointments of minorities and in securing a historic agreement with top foundations to increase funding to minority communities. Additionally, Lieu took the lead in 2008 to reverse the Latino Professional Guild Association's proposed racist ban on women golfers who did not speak English. As chair of the API Legislative Caucus, Assemblymember Lieu worked with community partners to bring together over 350 community leaders and advocates to the API Policy Summit.

Metro Regional Connector Meeting Tonight

Answering 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.

The Metro team will present 3-D models of the intersection of First and Alameda, and also Triangle and Alameda, and will answer questions and concerns for the four alternatives for the Regional Connector that is being planned to travel through Little

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.

Metro wants to provide seamless travel for riders from all parts of Los Angeles County through Little Tokyo by providing service between existing Metro Blue and Gold Lines and the future Gold Line East Extension and the Expo Line, which is slated to be operational in 2009 and 2010 respectively.

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 Kenji and Yoko Nishi, 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, Budo, dance, taiko, judo, karate and kendo, to recognize their studies in the future.

OCJAA is offering up to five scholarships of \$750 each to those who meet the following qualifications:

- OCJAA members, children/grandchildren of OCJAA members or any previous Japanese ancestry

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 risk for the full year.

The Japanese automaker, whose models include the Corolla midcompact and luxury Lexus, said Tuesday it expects a \$4.7 billion loss for the fiscal year through March 2010, better than the \$50 billion loss analysts projected.

The results for the April-June quarter showed that Toyota Motor Corp. is getting some traction from aggressive cost-cutting and Japanese government incentives that have boosted sales of green cars like the Prius. Analysts surveyed by Thomson Reuters had forecast a fiscal first quarter loss of 240 billion yen.



A Grand Dance Finale



The Gardens Buddhist Church also marked the end of Southern California's last season last weekend. An estimated 1,000 to 1,500 dancers lined the closed-off street on Saturday alone. Clockwise from above, Arthur Moya, far right, shows chairperson for this year's festival, leads dancers by example. At left, church members Brent Sasaki, and Bob Harada make the hot grill to feed the thousands in attendance. At right, caricaturists of all ages enjoy a good game of coin toss.



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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 or email regionalconnector@metro.net.



This Week's Issue



Today's Weather

Los Angeles, CA
51°F
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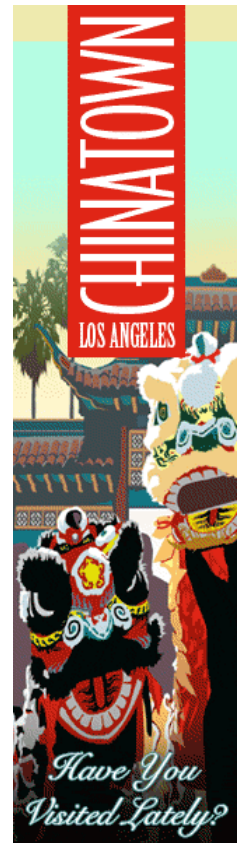
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Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report

APPENDIX I

AGENCY COORDINATION AND PUBLIC
INVOLVEMENT
Community Update Meeting No. 1

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

Regional Connector Transit Corridor Project DEIS/DEIR Community Update

**Wurlitzer Building
Saturday, November 7, 2009**

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 7th/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

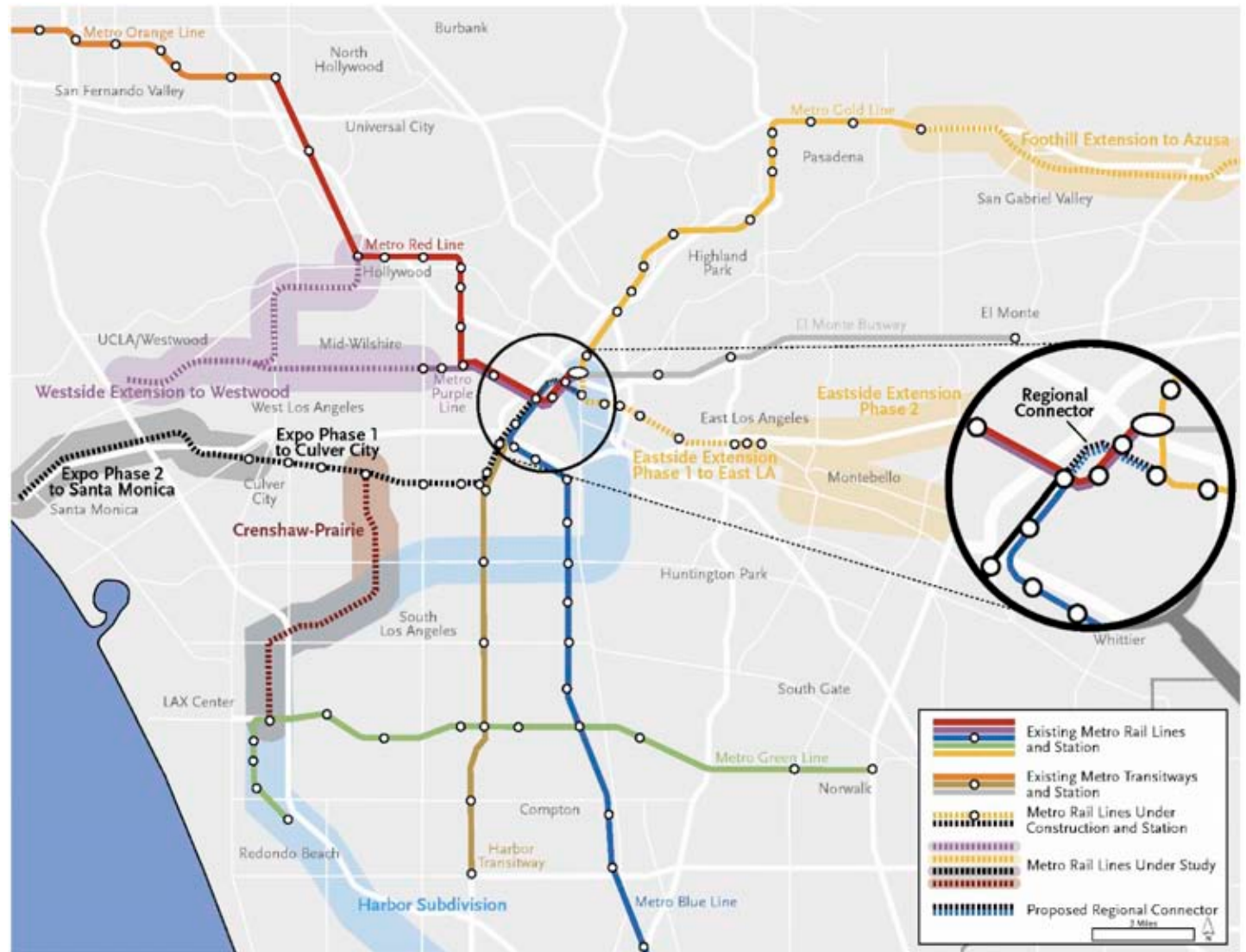
- **Supporting Little Tokyo Community Council**
- **Review and discuss the 4 alternatives**
- **3 meetings have taken place**
 - Discussed at-grade impacts and potential mitigations
- **Remaining meetings to discuss impacts and potential mitigations of the TSM, No-Build and Below-Grade Emphasis alternatives**



System Overview

Metro approved the Long Range Transportation Plan, October 2009

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

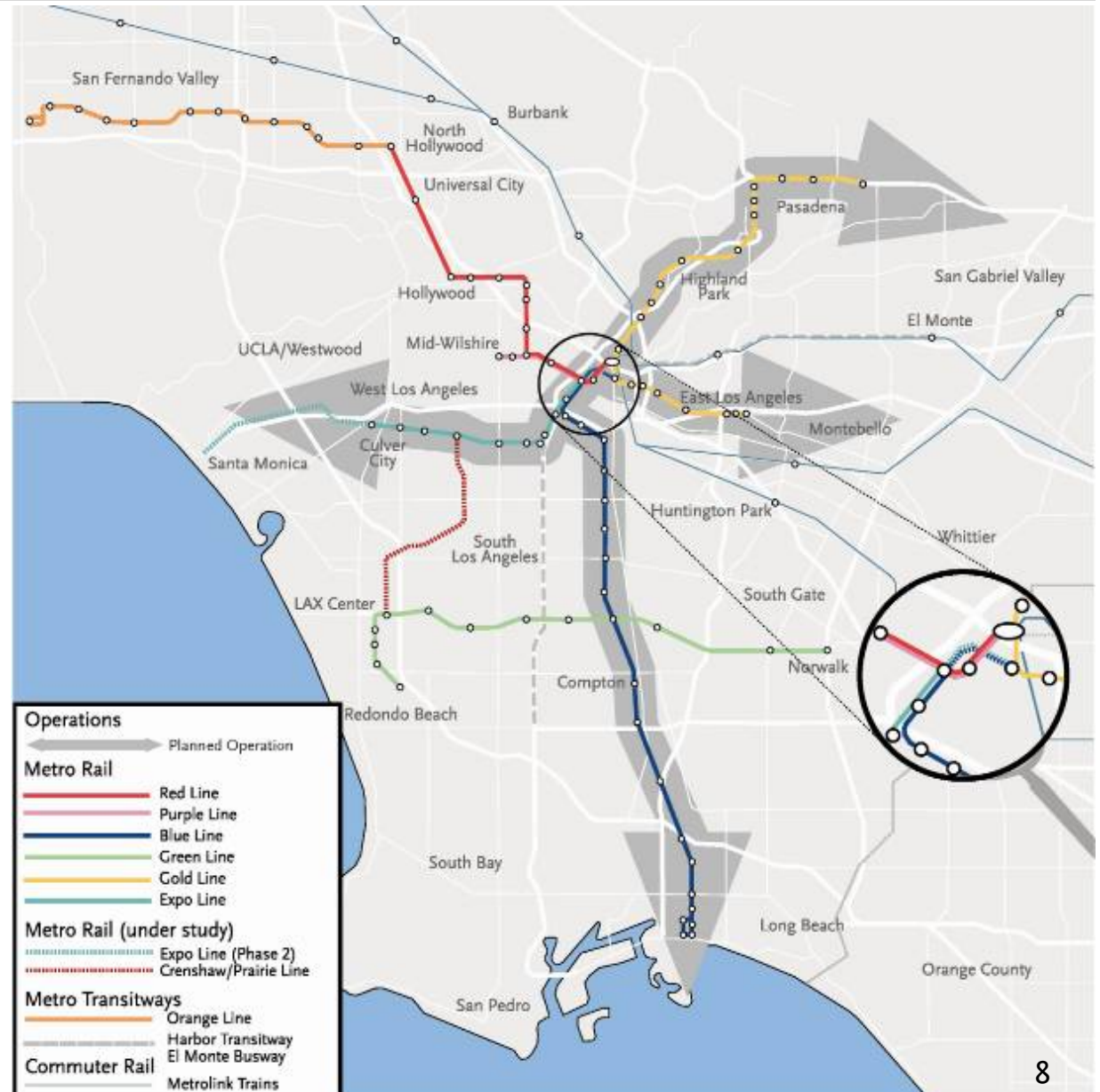


Purpose & Need

- **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 7th Metro can add up to 20 additional minutes to a trip**
- **Payment of transfers adds costs to riders**

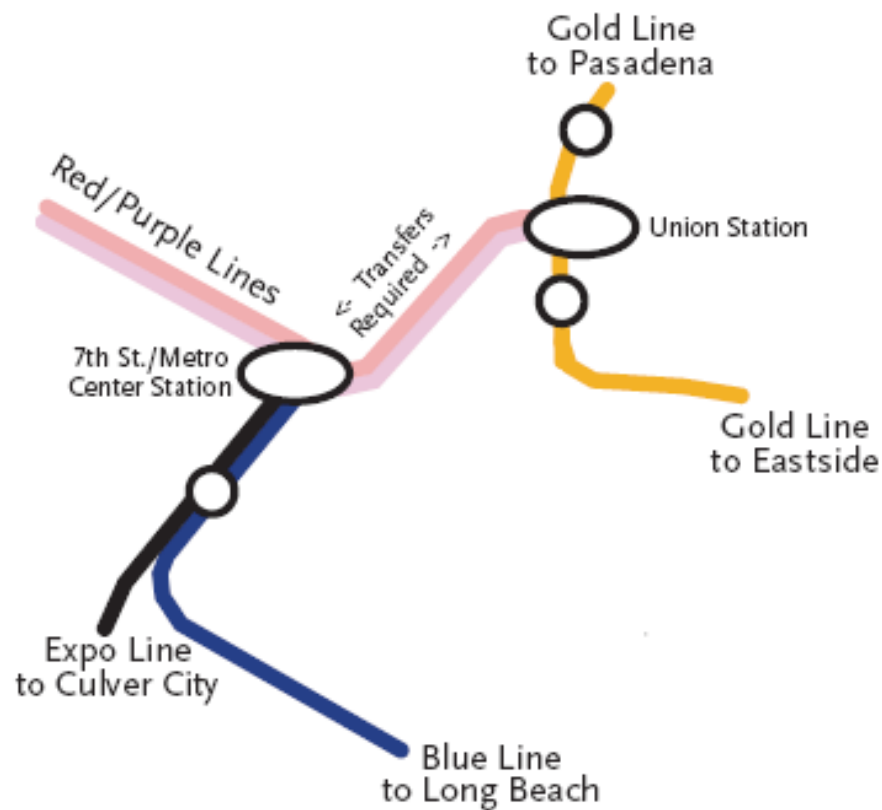
Project Overview

- 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.



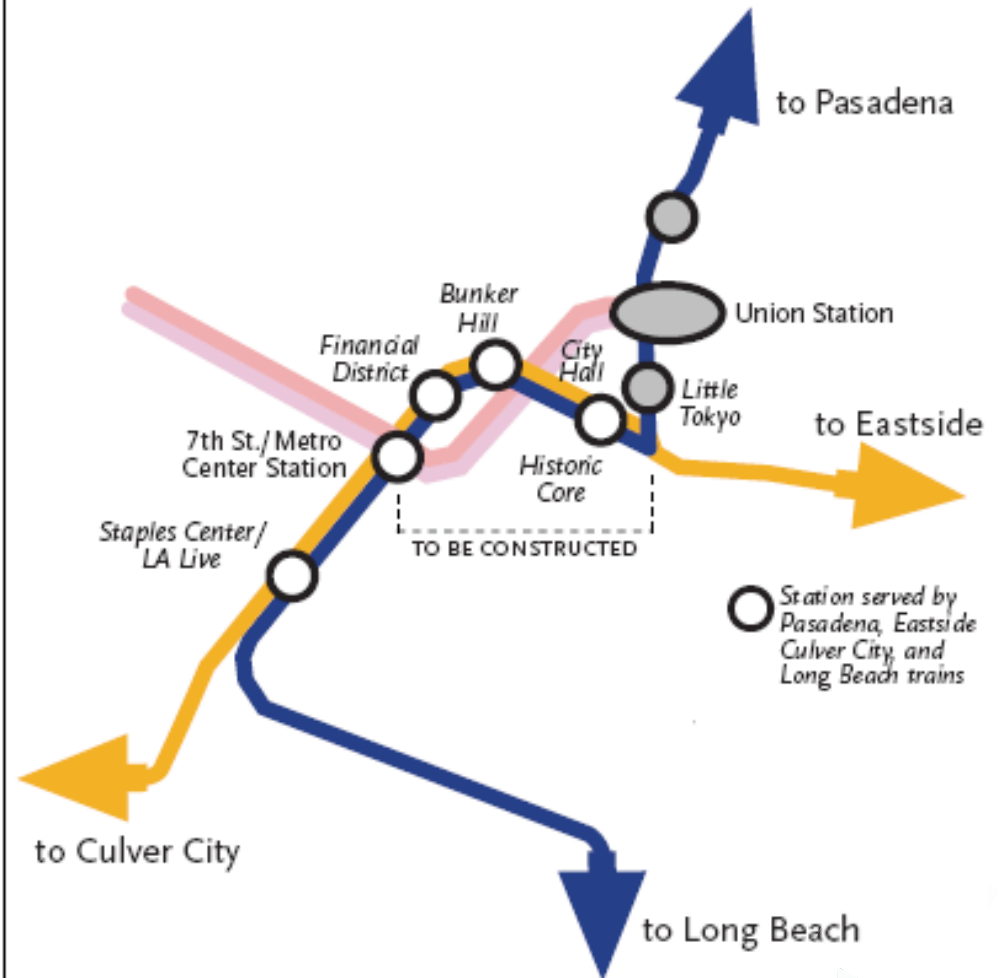
Project Overview

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 7th Street/Metro Center Station**

Project Overview

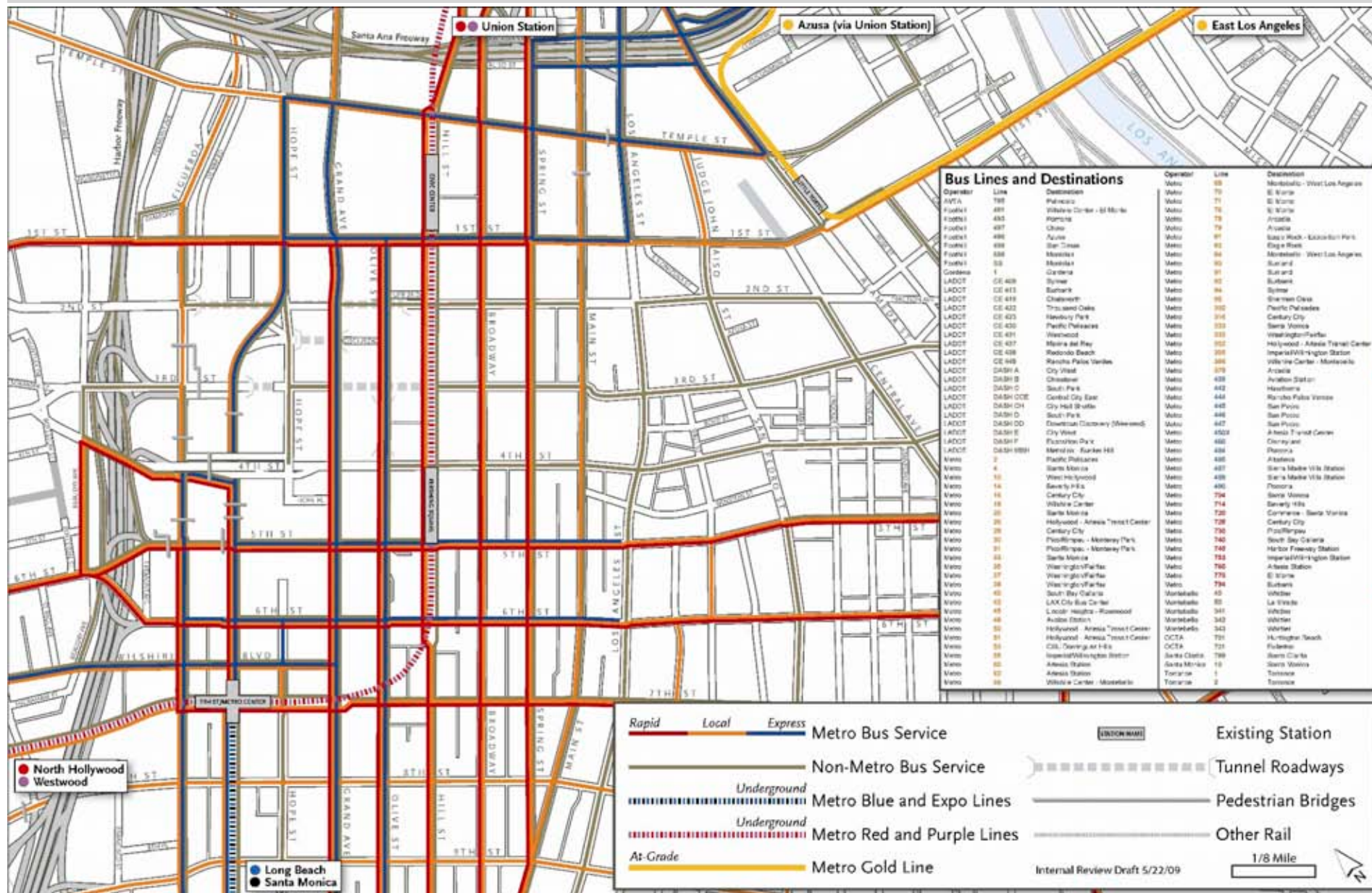
TRAVEL TIMES

	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 nd Street	34 mins (to Civic Center)	38 mins	33 mins (to 1 st / Los Angeles)	30 mins or 28% improvement

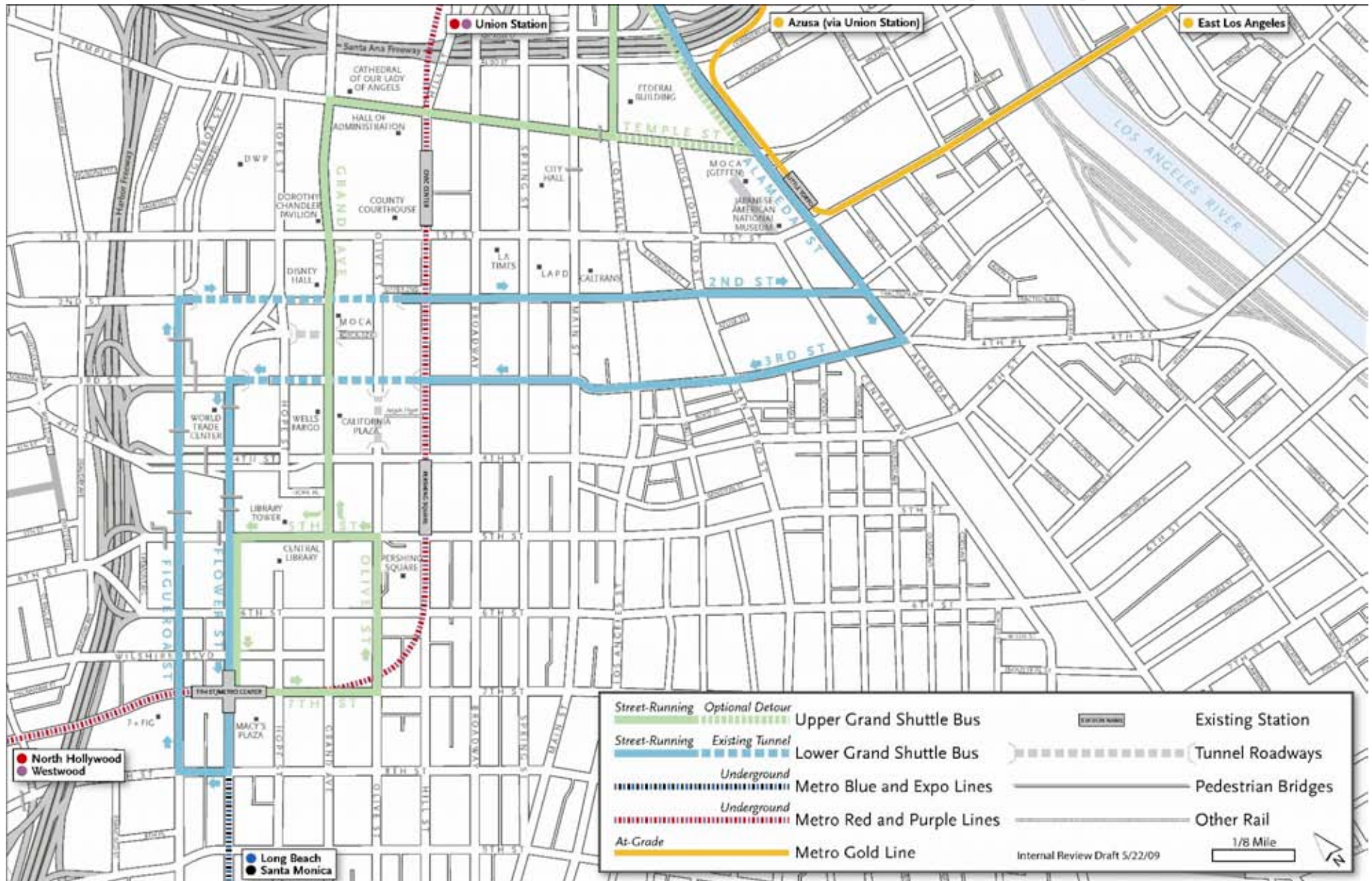
*Assumes 5 mins for each transfer

Project Alternatives

No Build Alternative



Transportation System Management (TSM) Alternative

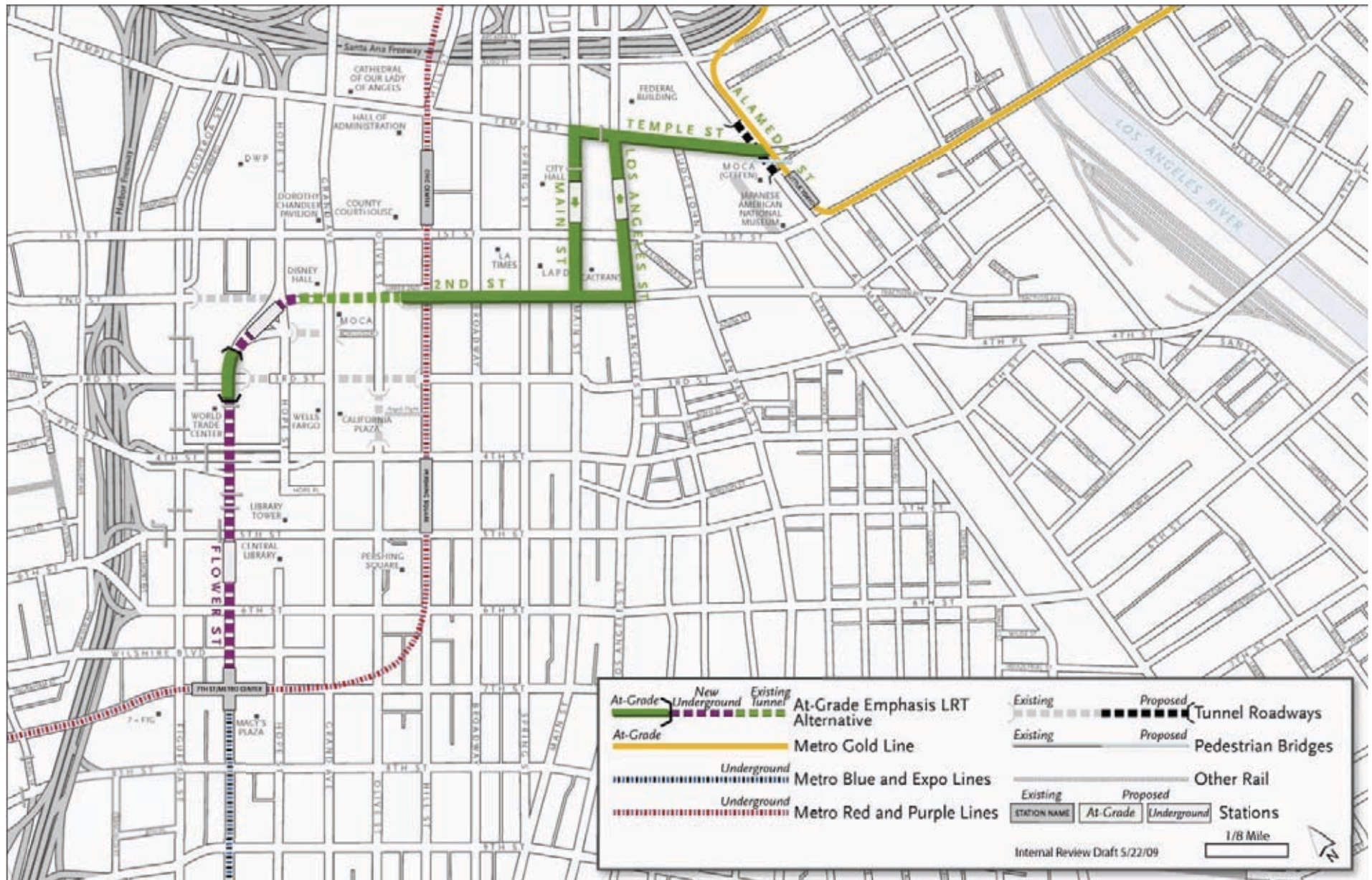


Project Alternative Details

At-Grade Emphasis LRT Alternative

Project Alternatives

At-Grade Emphasis LRT Alternative



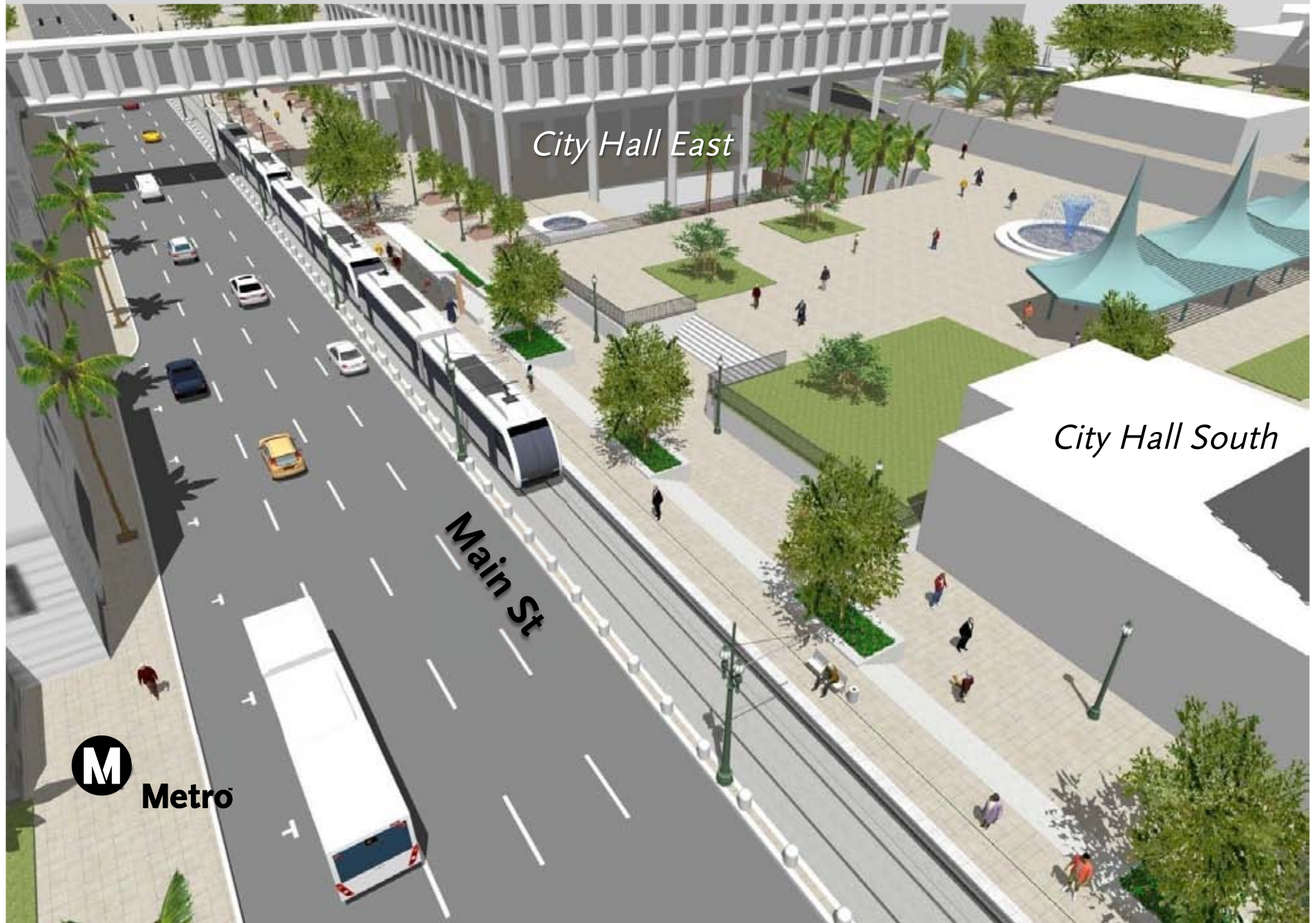
2nd/Hope Station Area

(At-Grade Emphasis LRT Alternative)



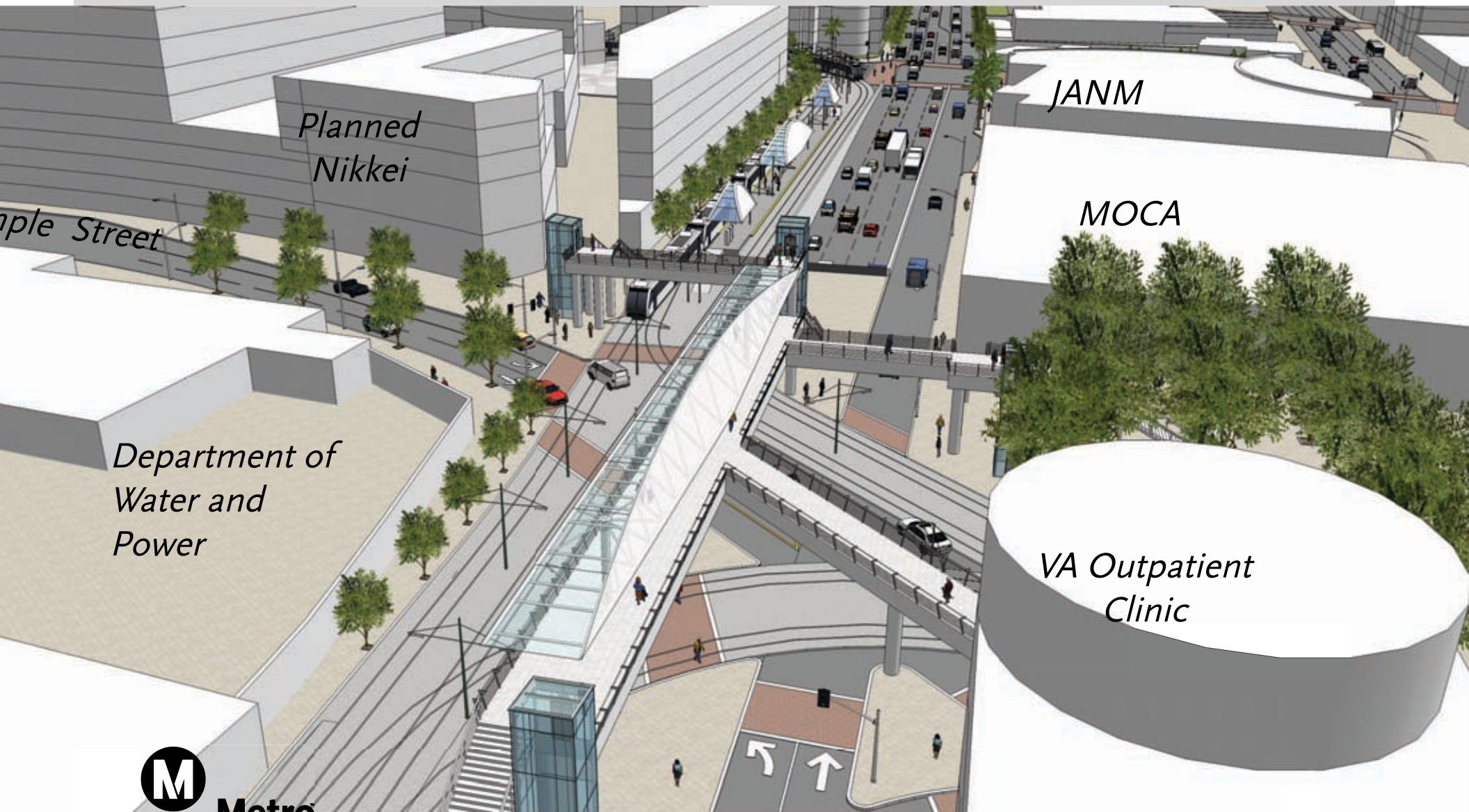
Main & Los Angeles Stations

(At-Grade Emphasis LRT Alternative)



Temple & Alameda Junction and Underpass

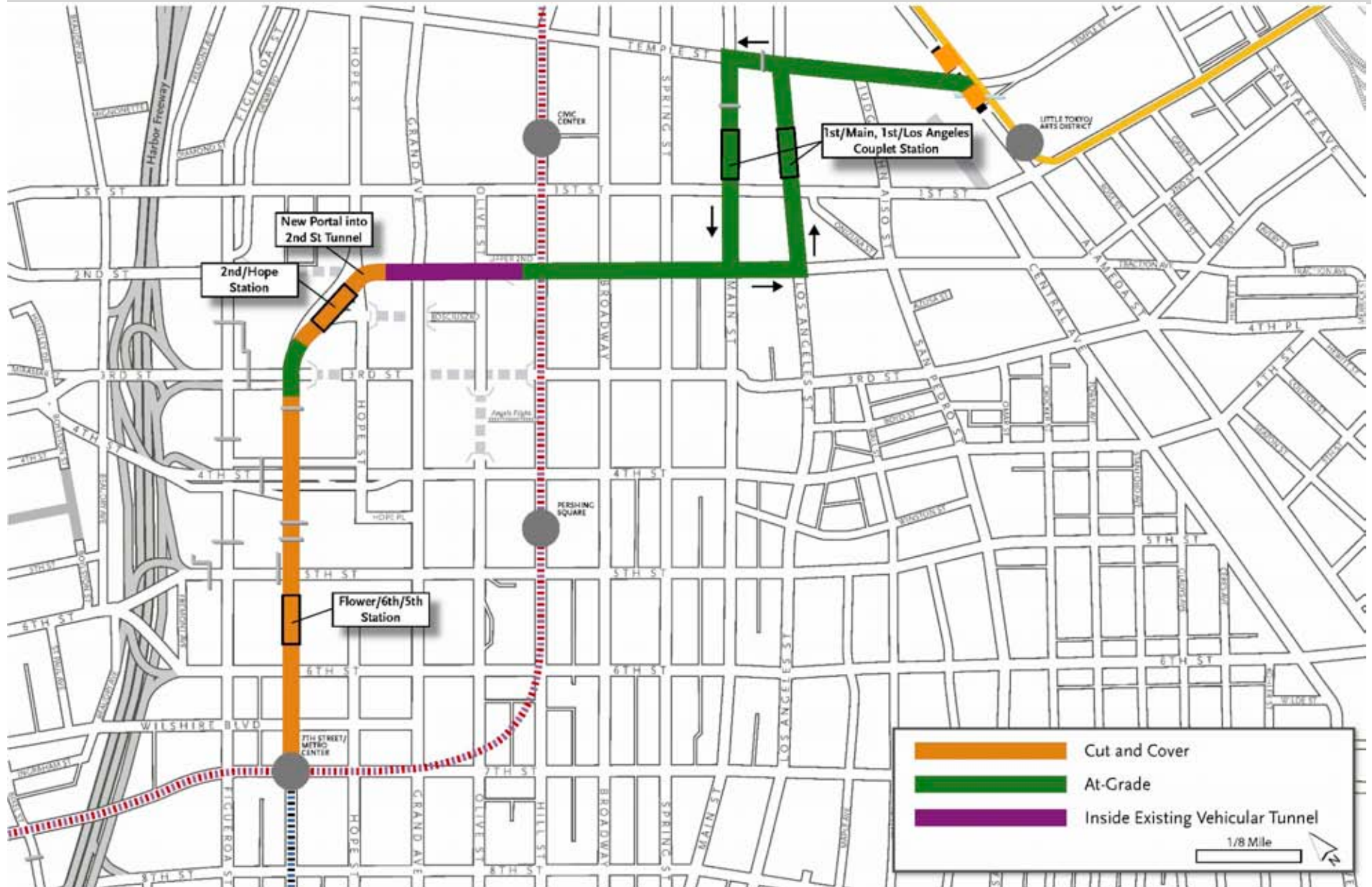
(At-Grade Emphasis LRT Alternative)



Metro

Construction Methods

(At-Grade Emphasis LRT Alternative)

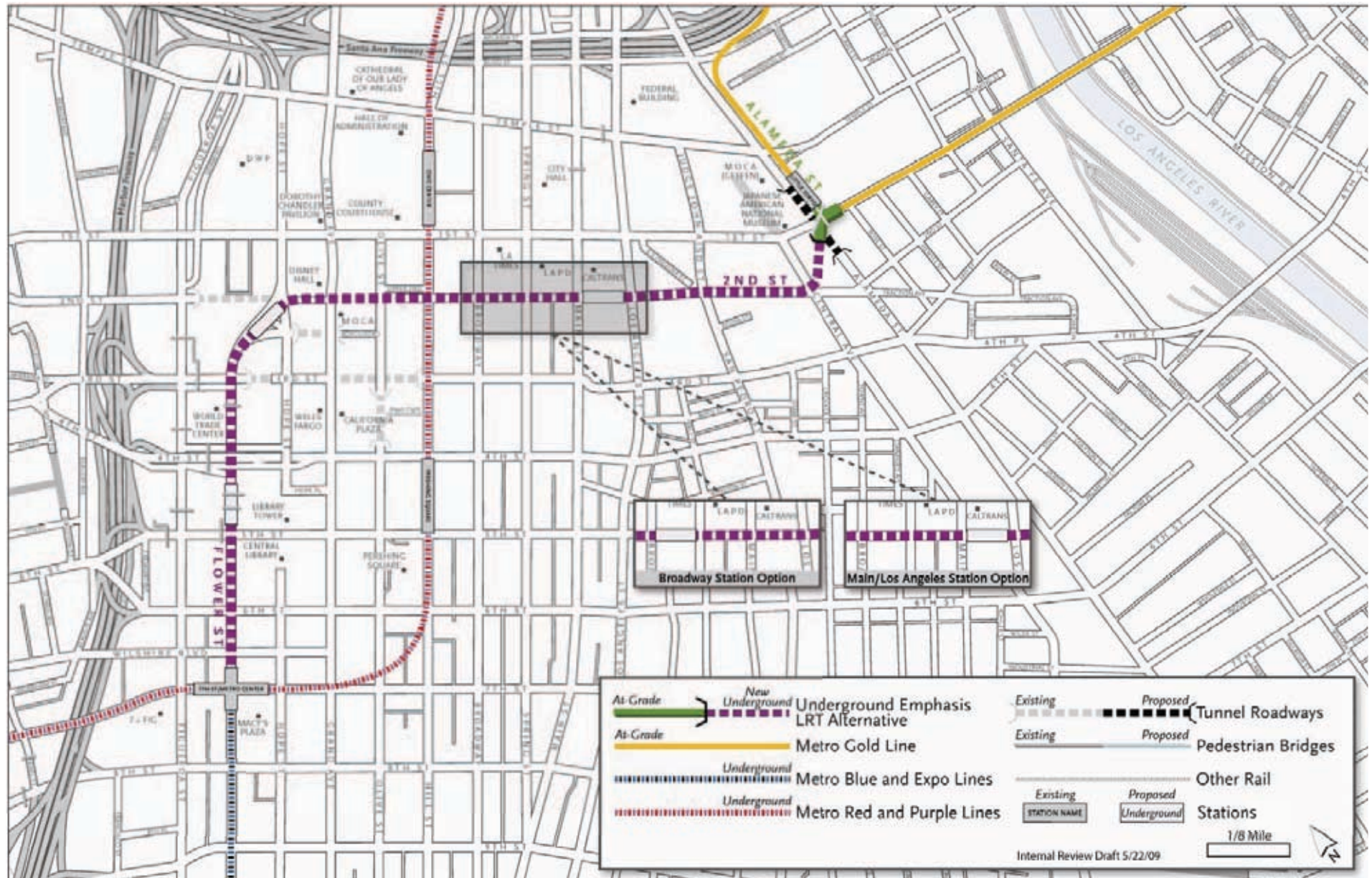


Project Alternative Details

Underground Emphasis LRT Alternative

Project Alternatives

Underground Emphasis LRT Alternative



Flower/5th/4th Station Area

(Underground Emphasis LRT Alternative)



2nd/Hope Station Area

(Underground Emphasis LRT Alternative)



2nd/Broadway Station Area

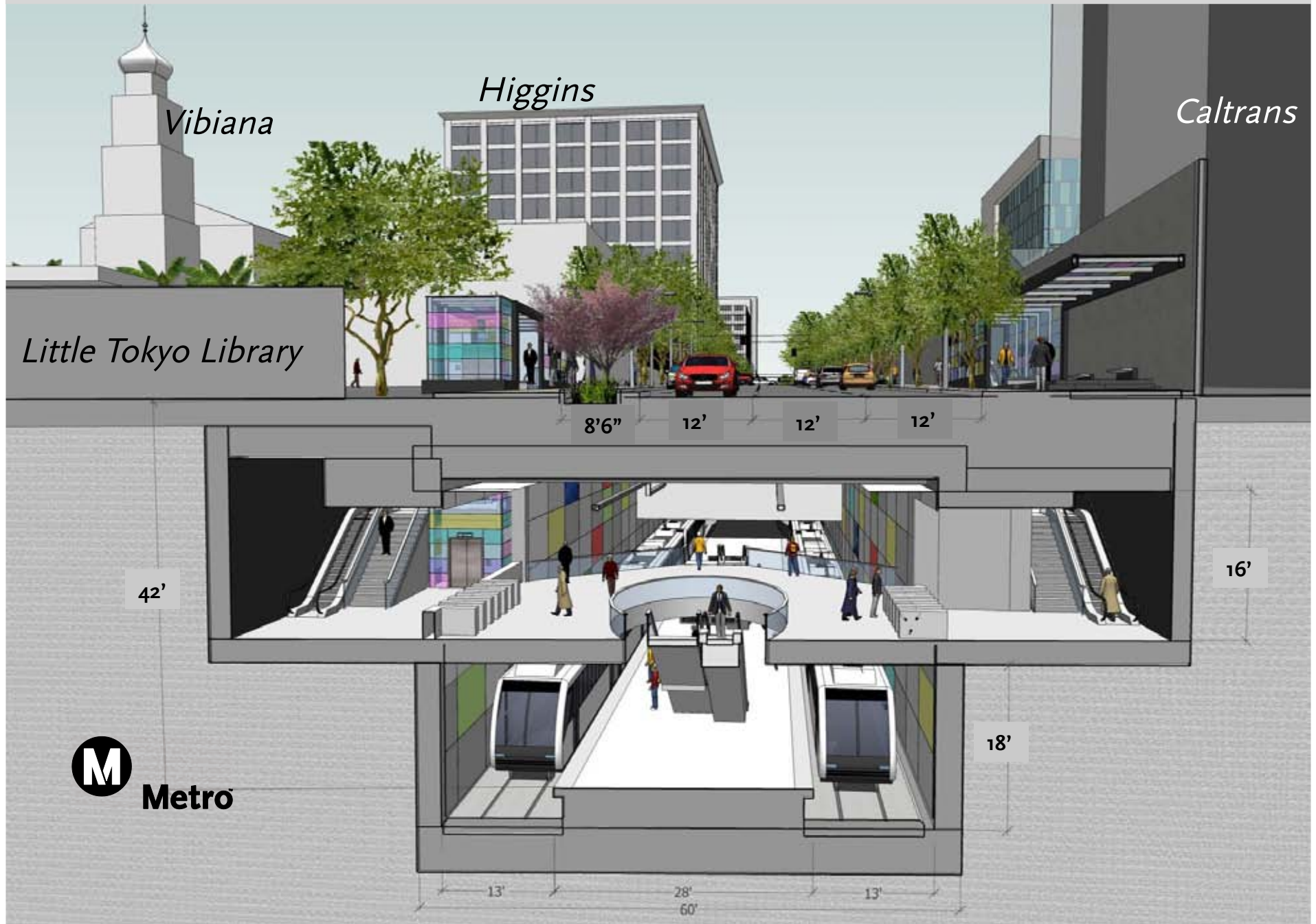
(Underground Emphasis LRT Alternative – Broadway Station Option)



Metro

2nd Street Station Option

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



Underground Emphasis LRT Alternative

1st and Alameda Streets (Existing)



Underground Emphasis LRT Alternative

1st and Alameda Streets (Proposed)



Underground Emphasis LRT Alternative

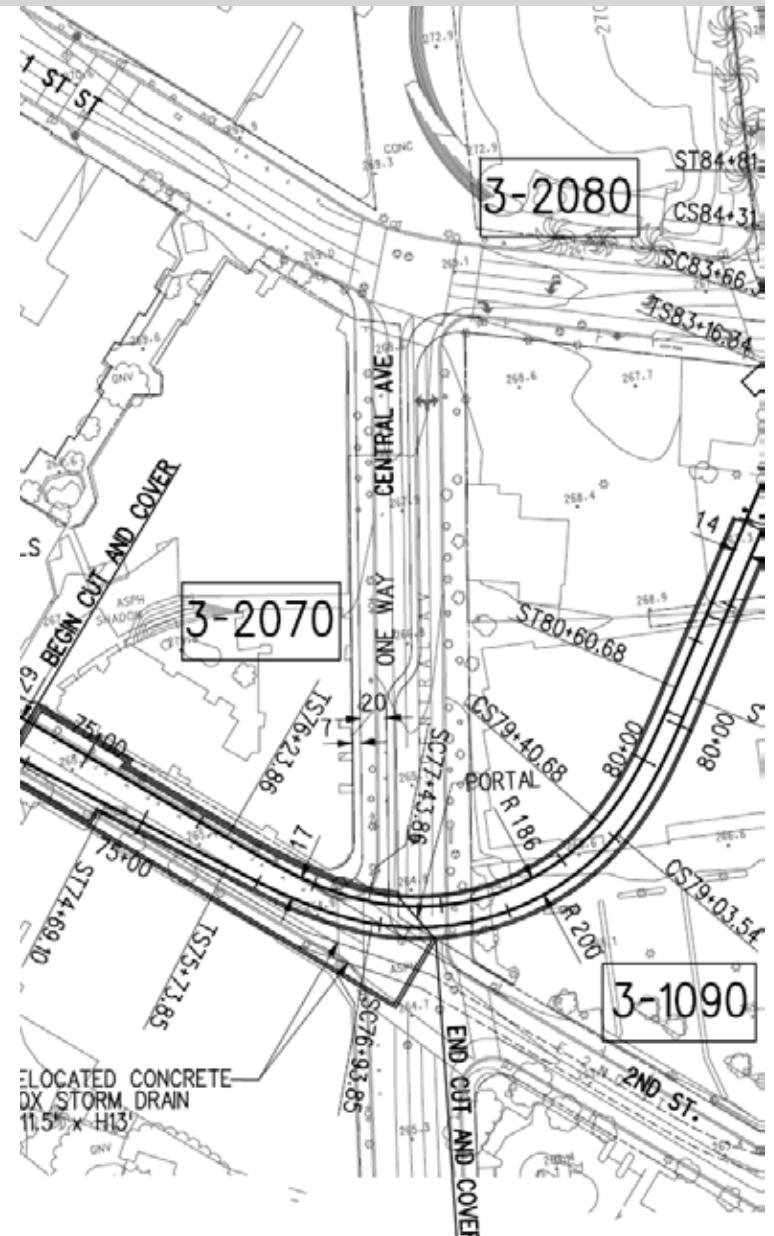
1st and Alameda Streets (Proposed)



Project Refinements

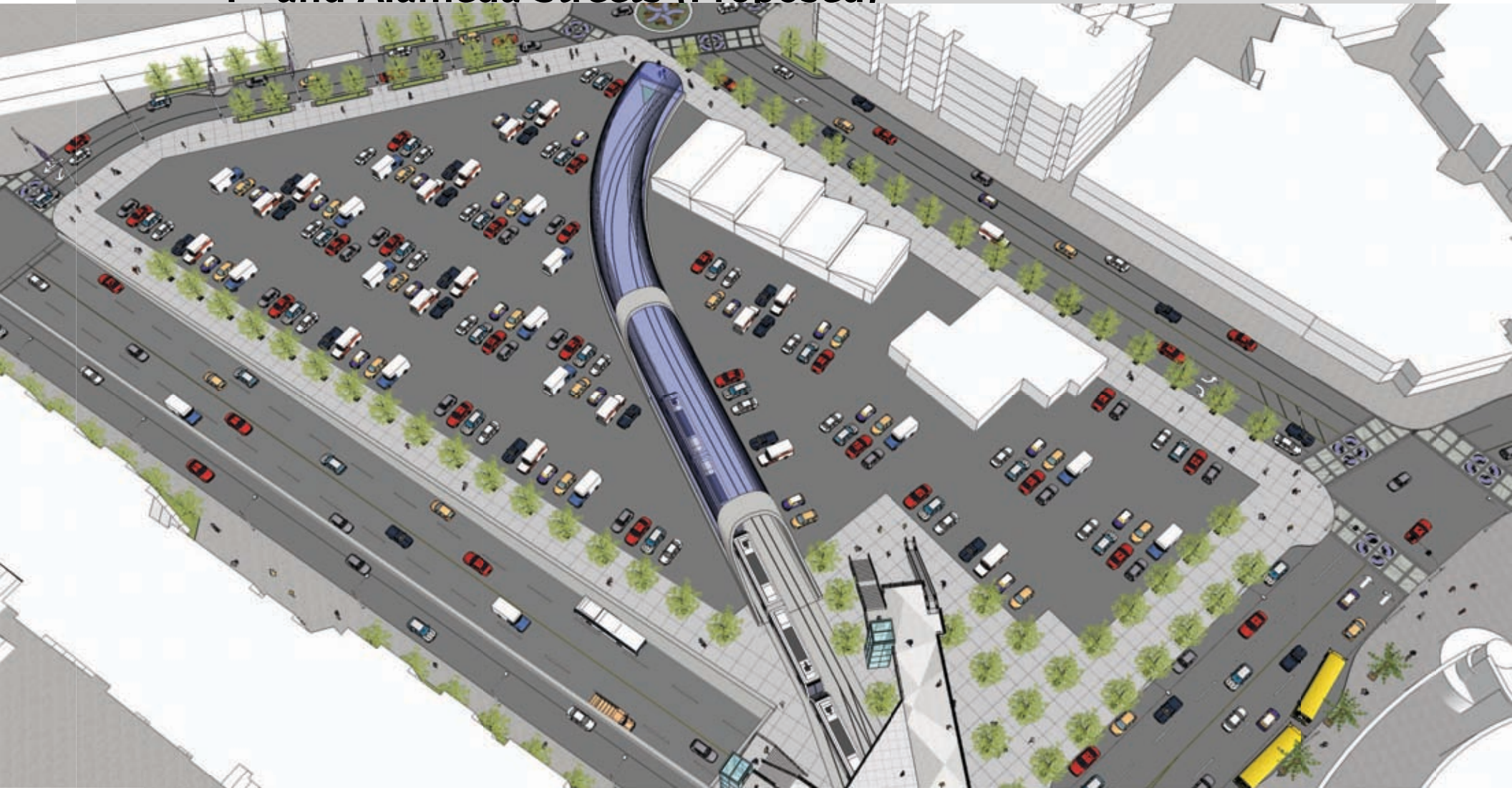
(Underground Emphasis LRT Alternative)

- 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 1st and Alameda Street



Underground Emphasis LRT Alternative

1st and Alameda Streets (Proposed)

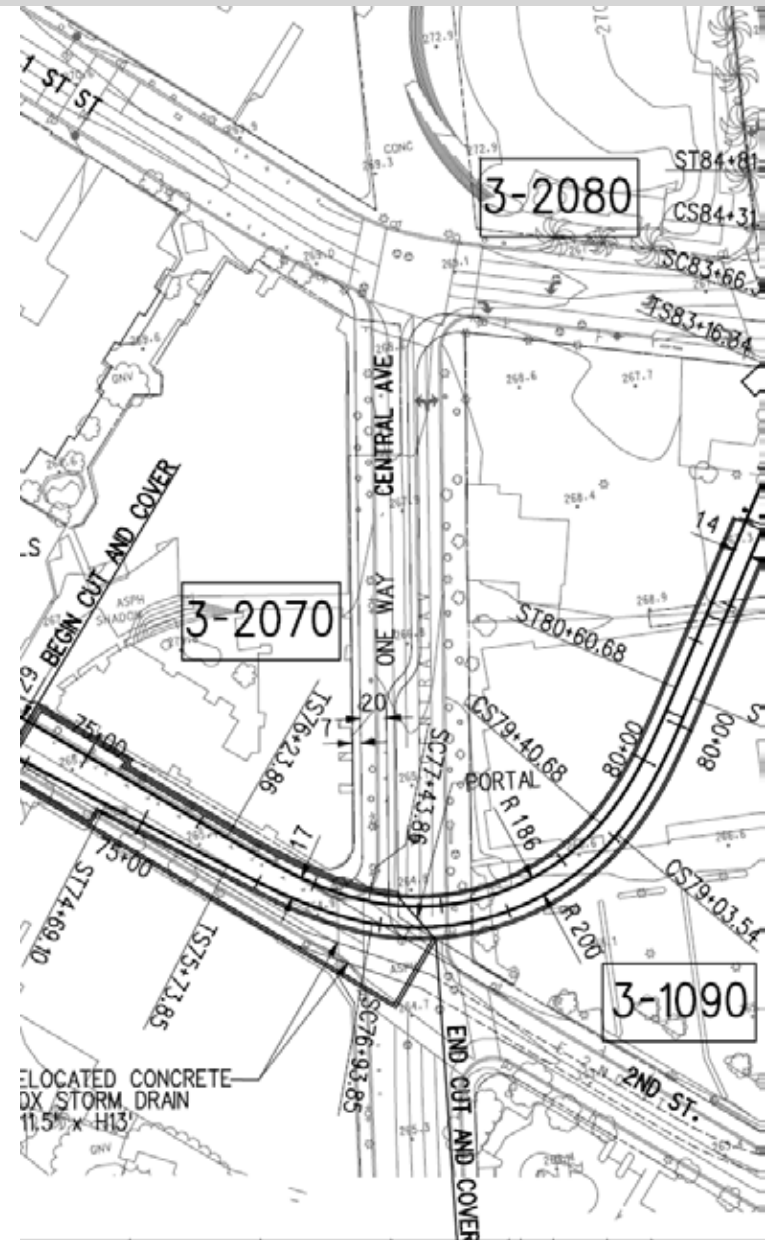


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Project Refinements

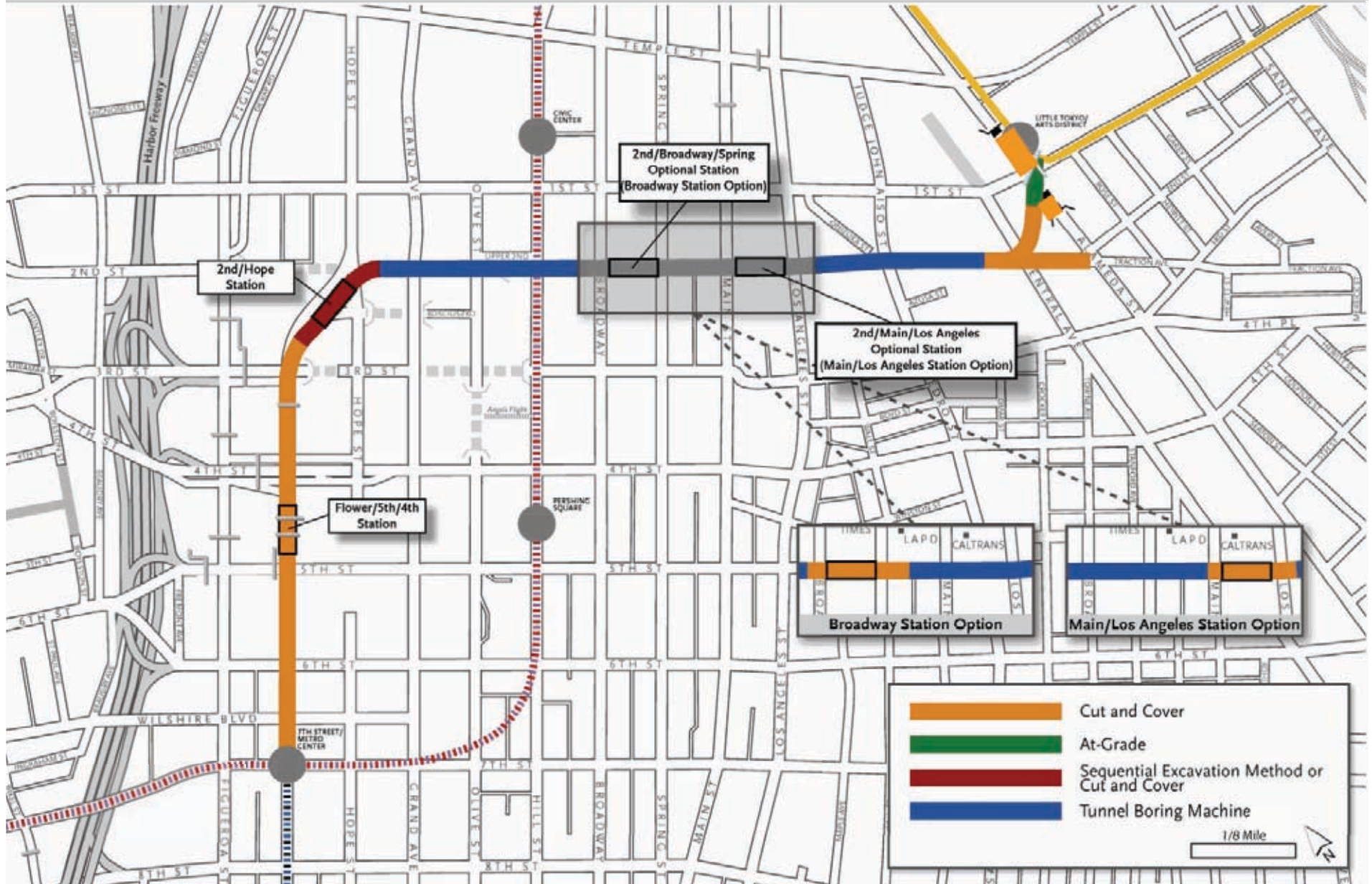
(Underground Emphasis LRT Alternative)

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

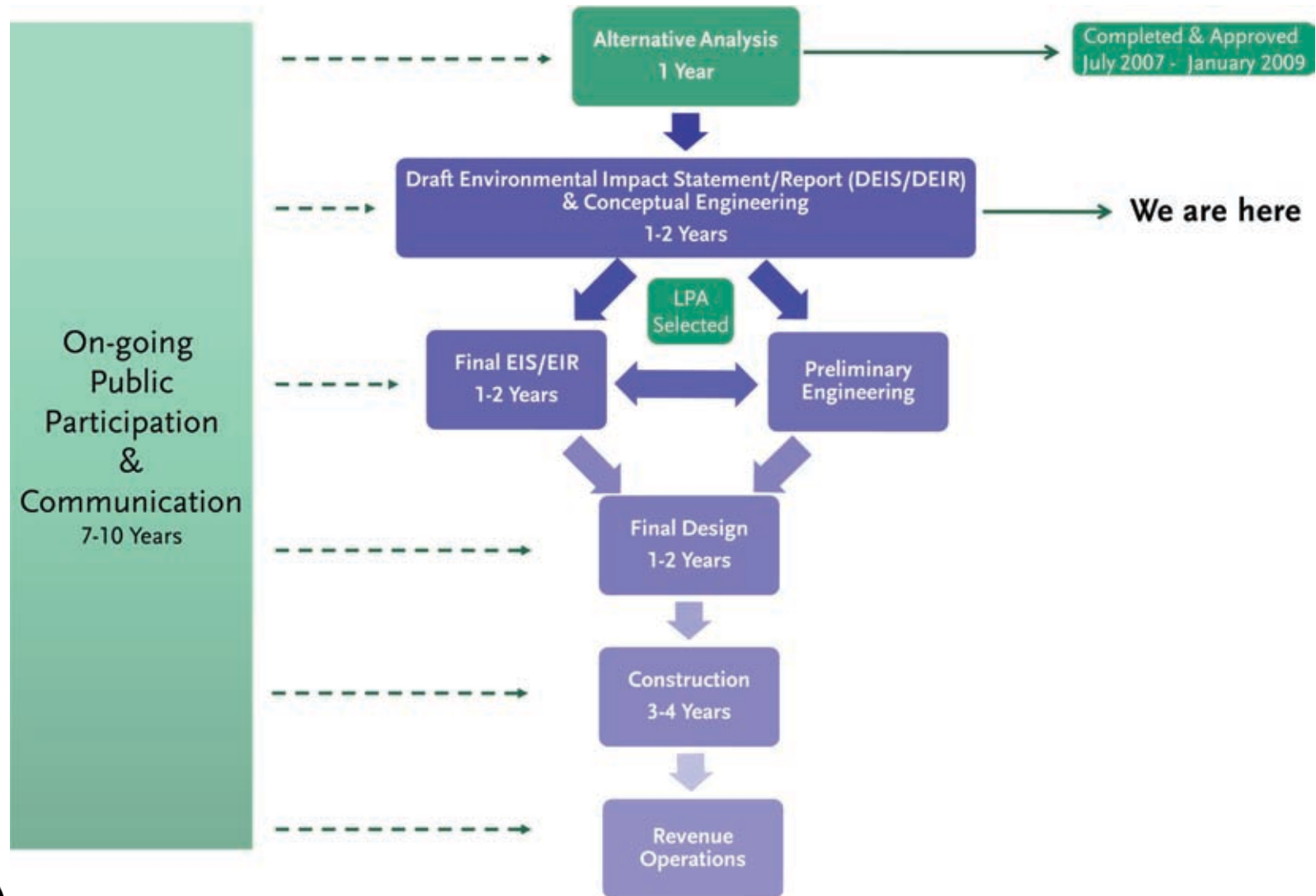


Construction Methods

(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

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Contact Us

Comment/Question Form: Complete the [form](#) to leave us your questions and comments, or be added to our [mailing list](#).

Letter: Send your written comments to Orlene Roubal-Sakarek, Project Manager, Los Angeles County Metropolitan Transportation Authority (METRO), One Gateway Plaza, Mail Stop 99-22-2 Los Angeles, CA 90012-2952.

Phone: Or call the project phone line at 213.822.7277.

Facebook: Be sure to visit us on [Facebook](#).

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 would eventually connect not only with projects currently under construction including the Metro [Gold Line Extension](#), which is expected to be operational in fall 2009, and the [Metro Expo Line](#), which will connect Downtown to Culver City by 2011, but also with 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.

Facebook: Regional Connector Transit Corridor Project

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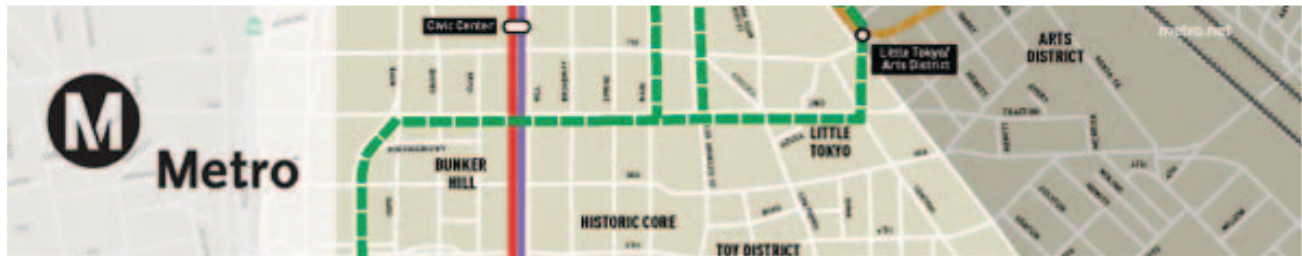
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**Regional Connector Transit Corridor
Draft Environmental Impact Statement/
Draft Environmental Impact Report**

APPENDIX I

**AGENCY COORDINATION AND PUBLIC
INVOLVEMENT**

**Community Update Meeting No. 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 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 — a light rail connection 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 (LRT) 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 LRT system. The DEIS/R includes the review of the possible effects of the project and alternatives on the project study area.

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 disfrutarían de más conexiones de transporte a través del sistema LRT. El DEIS/R incluye la revisión de los posibles efectos del proyecto y alternativas en el área de estudio del proyecto.



Metro

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

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