

My third point is that we have to have better

1 coordination. The Wilshire line, the 920 -- that when
2 they implement a new line, then they remove an old line
3 that goes to Santa Monica. To have a better coordination
4 with the buses, the new bus lines that are being
5 implemented and the old bus routes, so that there's
6 better service for everybody who travels. I don't
7 understand why there is not better coordination between
8 the different bus lines and the different bus routes.

9 I'm in favor of the system, but that there's
10 also just a better coordination between the buses and the
11 lines.

12 Thank you for your time.

13 (Proceedings concluded at 1:35 p.m.)

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Comment Matrix					
Date	Agency	LName	City	State	Format
03/18/09	FEMA: Homeland Security	Blackburn	Oakland	CA	Letter
03/24/09		Liang			Web
03/24/09		Rozalsky	Los Angeles	CA	Email
03/27/09		Sterling	Pasadena	CA	Email
03/30/09		Aldava	Pasadena	CA	Comment Card
03/30/09		Alpern			Speaker
03/30/09	Dorsey High Alumni Association/Fix Exposition Coalition	Bagby, SR			Speaker
03/30/09		Frescar	Rosemead	CA	Comment Card
03/30/09	Los Angeles Sheriff Dept.	Grein			Web
03/30/09	Senior Building Sheppard Senior Manor	Jones	Los Angeles	CA	Speaker
03/30/09		Kassimir			Speaker
03/30/09		King			Comment Card
03/30/09		Lipson			Comment Card
03/30/09		Metcalfe			Comment Card
03/30/09		Metcalfe			Speaker
03/30/09	USC Viterbi School of Engineering	Msdhkati			Speaker
03/30/09		Newton			Speaker
03/30/09		Suvaroporn			Speaker
03/30/09		Thompson	Altadena	CA	Comment Card
03/30/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/30/09	CalPirg, USC Chapter	Walker			Speaker
03/31/09		Covarrubias			Speaker
03/31/09		Hsu	Pasadena	CA	Comment Card
03/31/09	TRAC/NAPR/PRS	Johnson	Chino	CA	Comment Card
03/31/09	Transit Coalition	Lam			Speaker
03/31/09		Laue			Speaker
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Comment Card
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Speaker
03/31/09	Los Angeles Trade Tech	Powers			Speaker
03/31/09		Ruben			Speaker
03/31/09		Shafer			Speaker
03/31/09		Squires	Glendale	CA	Email
03/31/09		Sweet	Altadena	CA	Comment Card
03/31/09		Taffoni	Alhambra	CA	Speaker
03/31/09		Taffoni-Burke			Speaker
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Comment Card
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/31/09	Transit Coalition	Wright			Speaker
03/31/09		Yen	Pasadena	CA	Comment Card
04/1/09		Adelman	Los Angeles	CA	Speaker
04/1/09		Agnew			Speaker
04/1/09		Allen			Comment Card
04/1/09		Allen			Speaker
04/1/09	LA Streetcar	Allen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/1/09	HCBID	Brown			Speaker
04/1/09		Bytof	Los Angeles	CA	Comment Card
04/1/09	Higgins Building Homeowners Association	Engellenner			Comment Card
04/1/09	Riley Management Company	Glass			Speaker
04/1/09	Little Tokyo Senior Residents Association	Katayama	Los Angeles	CA	Comment Card
04/1/09	LT Senior Residents Association	Katayama			Speaker
04/1/09	Higgins Loft	Kim	Los Angeles	CA	Speaker
04/1/09	LTCAC	Kumamoto			Speaker
04/1/09		Mozzer	Los Angeles	CA	Comment Card
04/1/09	Friends of Little Tokyo Library	Nagano			Comment Card
04/1/09	Nisei Week Foundation/LTCC	Okazaki	Los Angeles	CA	Speaker
04/1/09	Japanese American National Museum	Oshima	Los Angeles	CA	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	Ca	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	CA	Speaker
04/01/09	Native American Heritage Commission	Singleton	Sacramento	CA	Letter
04/1/09	Higgins Building Homeowners Association	Springhetti			Speaker
04/1/09	NARP	Stern			Speaker
04/01/09		Stewart	Los Angeles	CA	Email
04/1/09	Little Tokyo Service Center and Community Council	Yoshimura	Los Angeles	CA	Comment Card
04/2/09		Allen			Speaker
04/2/09		Allen			Speaker
04/2/09	Central City Association	Chavira			Speaker
04/2/09	Metro Citizens Advisory Council	Christensen	Sherman Oaks	CA	Comment Card
04/2/09	Metro CAC	Christensen	Sherman Oaks	CA	Speaker
04/2/09		De Laudes Gonzalez			Speaker
04/2/09		Grobet			Speaker
04/2/09		Kay			Comment Card
04/2/09		Kortum	Los Angeles	CA	Comment Card
04/2/09		Laventure	Los Angeles	CA	Comment Card
04/2/09		Reily	Los Angeles	CA	Comment Card
04/2/09	Southern California Transit Advocates	Richards			Speaker
04/2/09		Sachs			Speaker
04/2/09		Sookman			Speaker
04/2/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
04/2/09	Breathe LA	Witzling	Los Angeles	CA	Comment Card
04/2/09		Zablen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/04/09		Johnston	Chino	CA	Letter
4/04/09		Johnston	Chino	CA	Letter
04/04/09		Peña	Montebello	CA	Letter
04/05/09		Mozzer	Los Angeles	CA	Email
4/9/09		Barboza			Email
4/10/09	Japanese American National Museum	Goller			Email
4/10/09		Schumacher			Email
4/15/09		Alossi	Los Angeles	CA	Email
4/21/09		Kassimir			Email
04/25/09		Mozzer	Los Angeles	CA	Email
4/27/09		Costales Jr.			Email
04/28/09		Tsukada Germain	Los Angeles	CA	Email
4/29/09		Yeh	Los Angeles	CA	Email
4/30/09	City of Culver City	Malsin	Culver City	CA	Letter
04/30/09		Pena	Montebello	CA	Letter
05/01/09	Los Angeles County: Community and Senior Services	Nguyen	Los Angeles	CA	Email
5/1/09		Sergeant			Email
5/4/09	U.S District Court	Hernandez-Torres			Email
5/4/09		Walker	Los Angeles	CA	Email
5/5/09		Kumamoto			Email
05/05/09		Porter	Los Angeles	CA	Web
05/06/09		Crossfield	Los Angeles	CA	Email
05/06/09		Fong	Los Angeles	CA	Email
05/06/09		Ng			Email
05/07/09		Fujita			Email
05/07/09		Hand			Email
05/07/09		Tooley	Los Angeles	CA	Email
05/08/09		Gunter			Email
05/08/09		Santangelo			Email
05/08/09		Squires			Email
05/09/09		Hashimoto	Los Angeles	CA	Letter
05/09/09		Popov			Email
05/10/09		Berk	Los Angeles	CA	Letter
05/10/09		Farrington			Email
05/11/09	Little Tokyo Community Council	Aihara			Letter
05/11/09		Allah			Email
05/11/09		Damrath	Los Angeles	CA	Letter
05/11/09	City of Los Angeles: Community Redevelopment Agency	Estalano	Los Angeles	CA	Letter
05/11/09		Garibay	Los Angeles	CA	Email
05/11/09	City of Los Angeles:	Hu			Letter

Comment Matrix					
Date	Agency	LName	City	State	Format
	Department of Transportation				
05/11/09		Nishimura			Email
05/11/09		Nolan			Email
05/11/09		Okazaki			Email
05/11/09	McCourt Group LLC	Sunkin	Los Angeles	CA	Letter
05/11/09	Go For Broke	Tanaka			Email
05/11/09		Volk			Email
05/11/09	MOCA	Wiseman	Los Angeles	CA	Letter
05/13/09	Union Church	Endo	Los Angeles	CA	Email
05/13/09		Massicci			Email
05/14/09		Uyeda			Email

Letter Comments

March 30, 2009

Dolores Roybal Saltarelli
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Dear Ms Roybal Saltarelli,



Please accept this as official notice by the City of Culver City and the Culver City Redevelopment Agency that we wish to become a participating agency in the Environmental Review Process for the Regional Connector Transit Corridor Project, as invited to do so by your letter of March 13, 2009.

Respectfully,

A handwritten signature in blue ink, appearing to read "Scott D. Malsin".

Scott D. Malsin
Mayor
City of Culver City

Cc: Jerry Fulwood, City Manager

Johnston
4185 Van Buren Street
Chico, CA 91710
USA

LANEVA A114 CA 9123
914 999 9999 999 9 9



MS Dolores Royal Saltarelli
AICP Project Manager
Los Angeles County Metro Transit Authority
1 Gateway Plaza
Los Angeles CA 90012

5001242332

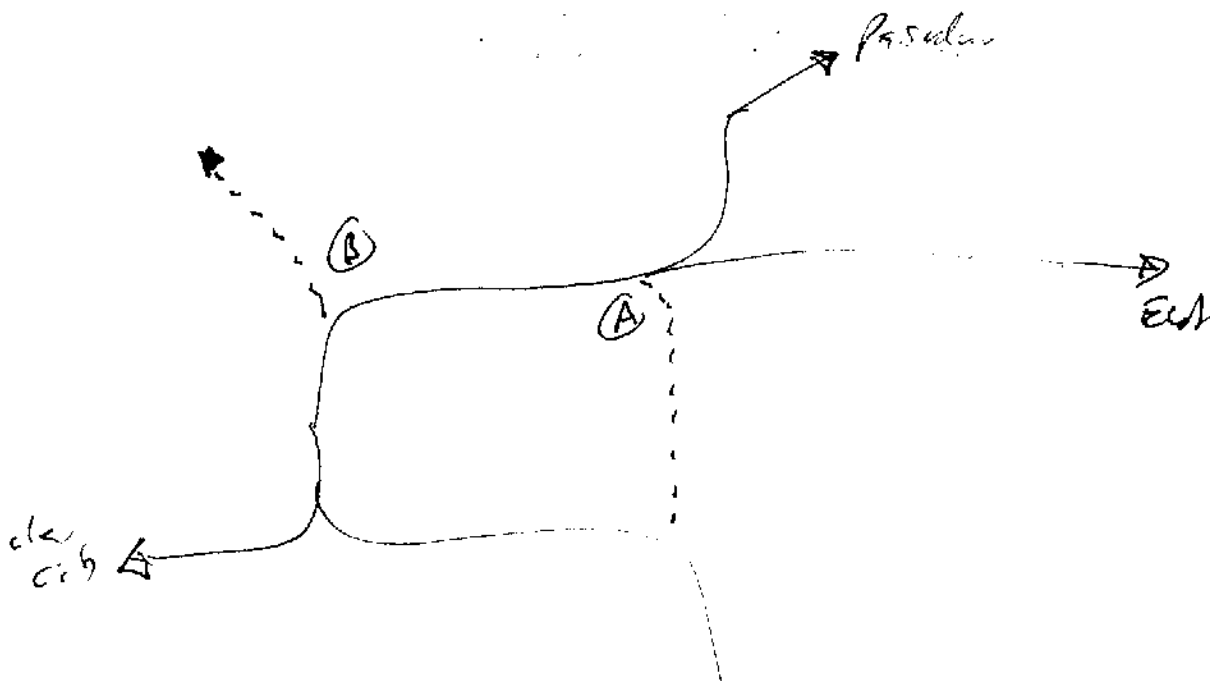


4/9/09

Please consider (2) knock out Panels

- ④ At the curve at 2nd / Central
Will create Easy Access Down Central Ave
to make for shortcut down to Washington
(short cut to south)
- ③ Another near 2nd / Grand - for future
Access to Northwest Area - Echo Park -
Silver Lake - on the Glendale or Hollywood

These "Wyes" on the 2 corners
create a "Box" around Downtown LA
Makes easier for future services



✓ Thank you for the important
thought on this

✓ Tunnel all the way -
no Above ground
no BUS

✓ Just build this quicker
7-10 yrs is ridiculous!

Mark Johnson
4185 Van Buren St
Culind, CA 91710

2015 W. Hellman Ave
Alhambra, Calif
91803 - 3821
6 May, 2009

Dear MS. D. ROYBAL SALTARELLI

This letter pertains to the Downtown Interconnector from Union Station to METRO Seventh and Figueroa. Having attended several of your meetings during the past year - I may add, they were very informative, indeed. - Thanks! so. My conclusion remains even more so. It must be a subway. The light rail line must go underground. It may be more expensive to build, but in the long run pay for itself, many times over.

Not only will it alleviate much of the mounting traffic in our Central City, but make it more liveable, interesting + fascinating. That is what we need.

I remember your Grandfather very well. If for any reason you need to reach me - my ~~left~~ telephone number is 1-626-284-6958. Gracias por todo

Sincerely,
Albert Jaffoni



THE MUSEUM OF CONTEMPORARY ART 250 South Grand Avenue Los Angeles, CA 90012
tel 213/621-2766 fax 213/620-8674 moca.org

May 11, 2009

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

Dear Ms. Saltarelli:

The Museum of Contemporary Art (MOCA) has been a member of the Little Tokyo community since the opening of the Temporary Contemporary (later renamed The Geffen Contemporary at MOCA) in 1983. The building, which was converted from a warehouse space to a gallery by renowned architect Frank O. Gehry, has received international acclaim and provides 45,000 square feet of gallery space for the museum. Located just inside the Little Tokyo redevelopment area in downtown Los Angeles and adjacent to the First Street Historic District in Little Tokyo, The Geffen Contemporary at MOCA has had a major influence on the community and surrounding businesses with visitors totaling, on average, 125,000 per year. The Museum is greatly concerned about the *Regional Connector Transit Corridor Final Alternatives Analysis Report* dated 2009.

While we understand the importance of an effective regional transit system we feel the alternatives indicated in the above referenced report will have a negative impact on the Little Tokyo community unless the following specific issues are studied, analyzed and resolved to the satisfaction of the area businesses and cultural institutions:

1. *Impact of Construction on the visitor experience:* With the construction scheduled to continue over a period of 4-5 years, we are concerned that the re-routed traffic will have a negative long-term impact on our visitors' ability to access both the Museum and the surface parking lots in the area. We are also concerned about the location and physical area required to stage materials and equipment related to this construction. Furthermore, we feel the noise pollution caused by continued construction in the immediate area will impact the visitor experience coming from and going to the Museum as well as during the actual Museum visit.
2. *Impact of Construction on the Museum Collection:* Vibrations caused by construction can have a negative impact on sensitive collections stored or on display at the Museum. Although precautions are always taken regarding seismic concerns, the continued vibrations caused by construction could potentially damage delicate works, resulting in expensive conservation repairs and hindering our ability to accept loaned art from donors or other institutions.

3. *Impact on Property Owners:* The potential loss or reduced property value of long-time stake holders within the Little Tokyo community must be considered and, if necessary, must be equitable.
4. *Impact on Local Businesses:* The effect of re-routed traffic, as a result of lengthy construction, will have a tremendously detrimental impact on local businesses.

Although we believe in the importance of the Connector Transit Corridor to the overall well being of the city at large, we feel these issues need to be addressed regardless of which alternative is chosen. We appreciate the efforts of the Metropolitan Transportation Authority to keep the community informed and look forward to working with you to resolve these issues prior to the commencement of any construction.

Sincerely,

Ari Wiseman
Deputy Director

May 11, 2009

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

RE: Regional Connector Transit Corridor Scoping Process

Dear Ms. Roybal Saltarelli:

The Los Angeles Dodgers are pleased to be given this opportunity to comment on the scope for the Regional Connector Transit Corridor DEIS/DEIR. Based on the scoping presentation, it is our understanding that the project would allow direct connections (without the current multiple transfers) for rail riders traveling between Pasadena and Long Beach and between Culver City and the Eastside. The project would result in significant travel time savings for rail riders, make regional rail travel more convenient, and increase new transit trips by 8,000-10,000 boardings per day.

The Los Angeles Dodgers welcome the possibility of a fixed-guideway transit project that is intended to improve mobility within the downtown area by connecting to the light rail service of the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line, and the Metro Expo Line. The Dodgers are extremely concerned about the effect of roadway congestion on regional mobility and accessibility and favor transit projects that address these critical issues.

Dodger Stadium is located approximately one mile north of downtown Los Angeles. Each year, the Los Angeles Dodgers play 81 regular season games at Dodger Stadium as well as exhibition and, if required, playoff games. In 2009, Dodger Stadium also played host to the World Baseball Classic Semifinal and Final. Numerous other events, such as concerts, are hosted at Dodger Stadium throughout the year. For each event, tens of thousands of individuals travel to and from Dodger Stadium. The private automobile is the primary mode of travel due to its location away off the traditional transit grid. Making public transit a viable transportation option to Dodger Stadium is a primary goal of the Dodgers. Attractive and useful public transit would make Dodger Stadium an extension of Downtown Los Angeles.

The Next 50 plan is a vision and investment for Dodger Stadium over the next half century. Under this plan, Dodger Stadium will become more accessible, attractive and inviting, not just during games, but before and after games, on non-game days and during the off-season. Public transit will need to be a primary mode of access under this vision.

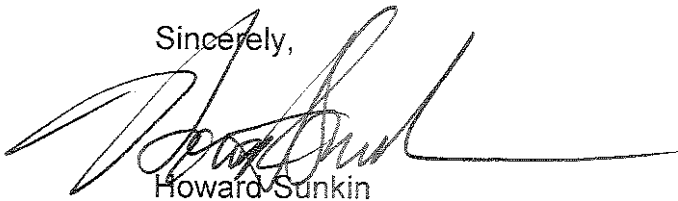
Letter to Dolores Roybal Saltarelli
RE: Regional Connector Transit Corridor Scoping Process
May 11, 2009
Page Two

Upon careful consideration of the three project alternatives (in addition to a No Build Alternative), the Los Angeles Dodgers believe that the Underground Emphasis LRT Alternative would best achieve the project's stated goals and offer the best opportunity to eventually link Dodger Stadium and downtown via rail. The TSM Alternative does not satisfy the project's stated goals. The At-Grade Emphasis LRT Alternative would achieve the project's stated goals but would not offer the same level of benefit as the Underground Emphasis LRT Alternative. The at-grade portion of this alternative could result in increased traffic congestion in the downtown area, resulting in decreased mobility for motorists. The Underground Emphasis LRT Alternative would achieve the project's stated goals and would not result in secondary impacts.

We would like to encourage Metro to focus on the Underground Emphasis LRT Alternative. Under this alternative, a suitable connection from Bunker Hill to Dodger Stadium could be provided under short- and long-term scenarios, which would benefit fans and employees, and help to alleviate roadway congestion on regional mobility and accessibility. This alternative would be the best way forward in providing attractive and useful public transit to Dodger Stadium. The connection could initially consist of a shuttle bus and ultimately a fixed-guideway rail system (combination of subway & elevated). A rail connection between downtown and Dodger Stadium is a vision we hope to realize in the future.

The Los Angeles Dodgers are looking forward to working together with Metro on this important mobility project.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard Sunkin", written over a horizontal line.

Howard Sunkin
Senior Vice President, Public Affairs
McCourt Group LLC



MIKAWAYA

BAKERY-CONFECTIONERY

Main Office & Factory

800 E. FOURTH STREET LOS ANGELES CALIFORNIA 90013 TEL (213) 628-6514
FAX (213) 625-0943 E-MAIL mochi1@ix.netcom.com

May 9, 2009

Ms Dolores Roybal Saltarelli
Project Manager
Los Angeles, County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms Roybal Saltarelli:

As a business that will be celebrating its 100th anniversary in 2010 and a member of various organizations in Little Tokyo, I am very concerned with the proposed Regional Connector. While I feel that improved and efficient public transportation will be vital to the future of Little Tokyo and favor the Underground emphasizes alternative via Second Street, I have strong concerns about the negative impacts that construction will have on the residents, businesses, tenants, property owners, customers, and visitors.

1. The disruption of businesses that will be directly impacted by construction. Closure of streets, stoppage of utilities, loss of customer parking spaces, noise and air pollution. There will need to be meetings with these business owners so they can plan and know in advance what to anticipate and where to call.
2. Little Tokyo has many residents, especially near Alameda, Second Street, and Central Avenue. These people will also be affected by street closures, stoppage of utilities, noise and air pollution as well as being able to cross Alameda and First Streets. With the anticipated trains crossing Alameda and 1st Street intersections "every 2 ½ minutes both ways", there will need to be a safe, efficient pedestrian crossing for Alameda and First Street, possible a escalator overpass. This should be a priority since the Gold Line will be opening this summer.
3. Loss of On-Street and Off-Street parking during construction should be mitigated, possibly by using open spaces or areas not yet in construction. After construction parking spaces should be replaced. City of Los Angeles Community Redevelopment Agency is conducting a parking study and identifying parking areas. The METRO should use that information.
4. I would support another station on the Underground emphasis alternative at Second Street, between Los Angeles and San Pedro Streets.

三河屋



In closing, I appreciate the opportunity to comment on the Regional Connector and appreciate the METRO Regional Connector team to work with the community on an on-going basis so that we can all have a public transportation system that will benefit Little Tokyo, the City of Los Angeles and all its inhabitants.

I look forward to future meetings and a continued working relationship,

Sincerely,

A handwritten signature in black ink, reading "Frances K. Hashimoto". The signature is fluid and cursive, with a long horizontal stroke at the end.

Frances K. Hashimoto
President
Mikawayaya

Board of Directors

Chris Aihara
JACCC
Yoshitaka Ena
New Japan Travel
Ellen Endo
Asian American Journalists
Akira Fujimoto,
Olympic Shop
Frances Hashimoto,
Mikawayaya
Kazuyuki Hoshino,
Anshindo America
Miyako Iwai
Manufacturers Bank
Bob Jannessa
Japanese Village Plaza
Shigeo Kajiya
Golden Globe Realty
Isohiro Kitahara
Pacific Commerce Bank
Michael Komai
Rafu Shimpō
David Kudo
All Japan News
Joanne Kumamoto
Kumamoto and Associates
Kats Kunitsugui
Keiro Residents
James Kurata, O.D.
Kurata Eye Care
Andrew Lee
Advance Investments
Wilson Liu
Taira Services Corporation
Takeshi Matsumoto
Takeshi Matsumoto, M.D.
Archie Miyatake
Toyo Miyatake Studio
Elji Morishita
LT Shopping Center
Masharu Motoyama
Motoyama Enterprise
Kazunori Nakajima
Kiyono Fashions
Andy Sato
Bank of the West
Patrick Seki
Mickey Seki & Son
Yuriko Shikai
Neufeld Law Group
Yukio Shiratori
Union Bank of California
Kenji Suzuki
Suehiro Café
Takashi Usui
California Bank and Trust
Hiroshi Yamauchi
Kouraku
Robert Yasui
Robert Yasui and Associates
Tad Koizumi
Miyako Hotel
Akira Yuhara
Kyoto Grand Hotel

Little Tokyo Business Association
244 S. San Pedro St., Suite 303
Los Angeles, CA 90012

May 1, 2009

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

Subject: Regional Connector Transit Corridor

Dear Ms. Saltarelli:

On behalf of the Little Tokyo Business Association (LTBA), we are responding to the Regional Connector Transit Corridor Environmental Impact Statement/Environmental Impact Report (EIS/EIR) public scoping process.

The Little Tokyo Business Association is in support of the construction of the "Underground Emphasis LRT Alternative, with a Station location at 2nd Street between Los Angeles and San Pedro Streets."

In light of the positive impacts this project may bring to the greater Los Angeles community, our organization is concerned with negative implications and impacts to the current business owners, tenants, property owners and valued visitors and customers of the Little Tokyo community. The following is a list of our concerns, which mitigating measures need to be implemented and documented in the EIS/EIR:

1. **Eminent Domain:** Business owners, tenants and property owners, whose business endeavors are taken away through eminent domain are to receive fair and just treatment. Fair and just relocation costs shall be made available to those businesses displaced through eminent domain. Every effort shall be made to assist those displaced businesses and tenants who express their desires to stay in the Little Tokyo community. In addition to relocation cost, additional funding shall be made available to assist those displaced businesses with desires to stay in the Little Tokyo community.

2. **Replacement On-Street and Off-Street Parking:** All off-street parking spaces lost through eminent domain shall be replaced. All on-street and off-street parking spaces taken away during the course of construction shall be replaced.

3. **Business Interruption:** During the course of construction, every effort shall be made to minimize adverse impacts which businesses, tenants, property owners, and valued visitors/customers may encounter that prevents them from conducting reasonable business and personal activities within the Little Tokyo community. Additional funding shall be made available for those businesses, tenants or property owners whose business endeavors are adversely impacted during the course of construction. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants and property owners, along with those government agencies having jurisdiction to make policy to resolve issues arising from adverse business interruptions during the course of construction.

4. **LRT Station:** In the Underground Emphasis LRT Alternative there is a proposed a station location underground in an area at 2nd Street between Los Angeles and Main Streets. A commitment shall be made that a station will be constructed at 2nd Street between Los Angeles and San Pedro Streets, with pedestrian access at grade.

Respectfully yours;

A handwritten signature in black ink, appearing to read "Wilson Liu". The signature is fluid and cursive, with the first name "Wilson" being more prominent than the last name "Liu".

Wilson Liu
President

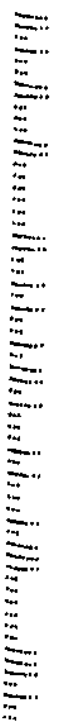


Mr. Rogelio L. Pena
1513 Loma Rd
Montebello, CA 90640

LOWES BEAKON CA 90615
00 APR 2013 PM 4 T

DOLLARS R. SALLERELL
APARTS MARSHALL, METRO, MS 962-22
ONE GREAT WAYS PARK
LOS ANGELES, CA 90012

5501242552



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>ROGER PEÑA</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地: <i>1513 LOMA ROAD, MONTEBELLO, CA 90640</i>	
Telephone/Teléfono/電話: <i>323-726-8151</i>	Fax: <i>323-726-9334</i>
Email/電子メール: <i>RPEÑA@CHARTER.NET</i>	

Comments/Comentarios/コメント:

*I FULLY ENDORSE THE UNDERGROUND
LRT ALTERNATIVE FOR THE DOWNTOWN
REGIONAL CONNECTOR.*

*DOING OTHERWISE, WILL MAKE TRAFFIC
WORSE DOWNTOWN.*

*START CONSTRUCTION AND GET IT
DONE ASAP*

[Signature] 4/1/09

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Email Comments

Jasso, Yara

From: Massicci, Lou [mailto:Lou.Massicci@hmhpub.com]
Sent: Wednesday, May 13, 2009 10:08 AM
To: 'regionalconnector@metro.net'; Roybal, Dolores
Subject: Regional Connector Transit Corridor

To whom it may concern:

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, I'd like to provide my perspective.

As a businessman who frequently travels in Los Angeles County I oppose any surface transportation being added to the already congested streets.

The corridor is not only essential; it is most welcome, and long overdue!

However, let's keep in mind that the already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Lou Massicci, District Manager, K-12
Houghton Mifflin Harcourt / Holt Mc Dougal
(559) 324-8101

Please note my email has changed to lou.massicci@hmhpub.com

Jasso, Yara

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Thursday, May 14, 2009 10:11 AM
To: Roybal, Dolores; Villalobos, Monica; 'Ginny-Marie Case'; Clarissa Filgioun
Subject: FW: COMMENT

fyi

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Union Church [mailto:unionenglish@covad.net]
Sent: Wednesday, May 13, 2009 4:51 PM
To: Regional Connector
Subject: COMMENT

METRO REGIONAL CONNECTOR COMMENT FORM

FORWARD THIS EMAIL TO:

**DOLORES ROYBAL SALTARELLI, Project
Manager, Metro
MS 99-22-2, One Gateway Plaza, L.A., 90012**

COMMENT FORM FROM GORO ENDO

NAME: GORO ENDO

ORGANIZATION: Union Church of Los Angeles

ADDRESS: 401 E. Third St. Los Angeles, CA 90013

TELEPHONE: (213) 629-3876, FAX: (213) 629-4091

EMAIL: unionenglish@covad.net

COMMENT:

Will traffic from Temple s.b. on Alameda be restricted to R.T.O. at First St. and will this be applicable to both alternatives? What will be the anticipated level of services on the streets and the resulting circulation plan? This alternative may not impact the core of Little Tokyo during construction and in the future as much as the underground alternative.

UNDERGROUND ALTERNATIVE

The loss of 200 parking spaces is critical to the area. There are several non-profits in the area with surface parking areas adjacent to their premises. Will public funding be available to build additional parking on these sites with stipulations that would reserve a portion of the site for their use?

May 11, 2009

Ms. Dolores Roybal Saltarelli
Project Manager
METRO
1 Gateway Plaza
MS99/22/52
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

The Little Tokyo Community Council (LTCC) is a council of more than 100 stakeholder organizations dedicated to the future vitality of our historic and cultural neighborhood. On behalf of LTCC, I take this opportunity to express our concerns related to the proposed METRO Regional Connector. While we recognize the importance and need for efficient public transportation for the Los Angeles area, we believe that the proposed alignments can have irreparable negative impact on our community unless specific issues are responsibly addressed and analyzed.

The concerns of LTCC in respect to the proposed Regional Connector alternatives include:

- **Impact of construction on local businesses**
Disruption of business due to construction, and resulting diversion of traffic for an extended period of time can have devastating effects on small businesses.
- **Loss of public parking**
Loss of convenient and available parking will impact negatively on public institutions and businesses, discouraging visitors and customers.
- **Impact to key Little Tokyo property owners**
Potential loss and/or construction on major properties in Little Tokyo eliminate potential for future development benefiting community. Every consideration should be given to longtime community stakeholders who face loss or devaluation of property.
- **Noise Pollution**
On-going noise from construction negatively impacts, business, community programming, and daily activity.

- Transit Creating Physical Barrier through the Community
Above grade train and/or transit hub will potentially create a physical barrier, cutting off portions of the community and inhibiting travel and access.

We also take this opportunity to convey our strong recommendation that any Connector Alignment option must incorporate a Little Tokyo Station-West in order to promote Little Tokyo as a destination, providing convenient access for our patrons and workers.

Construction of the Connector above or below grade should be an enhancement to the community, and we strongly urge that issues of urban design, creative utilization of surrounding areas, in terms of development, public art, etc are incorporated into the project.

We appreciate the efforts by METRO to keep the community informed as to the progress of this project, and look forward to a continued close working relationship.

Sincerely,

Chris Aihara
Chair
Little Tokyo Community Council

LTCC Board of Directors

Bill Watanabe, 1st Vice Chair, Little Tokyo Service Center
Alan Kumamoto, 2nd Vice Chair, Kumamoto Associates
Frances Hashimoto, Co-Secretary, Mikawaya Confectioners
Ken Kasamatsu, Co-Secretary, Pacific Commerce Bank
Eric Kurimura, Treasurer, Los Angeles Homba Hongwanji Buddhist Temple
Tom Kamei, Immediate Past Chair, Japanese Chamber of Commerce of So. CA.
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villas Homeowners Association
Ellen Endo, Little Tokyo Business Association
Goro Endo, Union Church of Los Angeles
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Kei Nagao, J-Town Voice
Tatsushi Nakamura, Japanese Prefectural Association
Mike Okamoto, Asian American Architects & Engineers Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, S. K. Uyeda Investments
Hiroshi Yamaguchi, Japanese Pioneer Community Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

cc: Irene Hirano, Past Chair, Japanese American National Museum

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

From: PJ Costales [mailto:pjcostales@gmail.com]

Sent: Monday, April 27, 2009 12:25 PM

To: Regional Connector

Subject: letter from a new downtown resident

Hello,

I am a new resident of the Higgins that believes in the revitalization of downtown. I think its a great idea to make public transportation a top priority and I applaud the council for looking to all avenues possible to make LA less automobile reliant...

With that said, I do believe that in it's current state, Downtown LA is difficult to navigate with all the one way streets and 2nd street is one of the few 2 way streets in the city. Creating an at-grade connector would severely disrupt traffic flow, divide a neighborhood, and cause that part of the city, with the soon to be added, little tokyo/arts district stop, congested beyond today's standards. Isn't creating public transportation supposed to decrease congestion instead of add to it?

I will be pushing for an underground station; one that would keep the confusing rails, electric lines, and street cars off the streets, and provide a needed safety to drivers, pedestrians and rail commuters. To add, this would be more aesthetically pleasing and would cut down on noise pollution. While I understand that this means would be more expensive, in the long run I believe it would be economical creating something that the city can use for 20+ years in the future... if we're going to do it, lets do it right with the quality. Let's not just create something that would ease the problem now... lets get rid of the problem and let's keep it gone for the future...

I hope someone reads this and a light switch goes off. I hope someone thinks about what downtown could be and how we have the opportunity to do something write for the future and not just for today. Please consider all the above and put yourselves in the shoes of the residents and employees of downtown that see what a great community this can be and the golden future that can take place if things are done right and not just done in haste...

Thank you for your time,

Pamelo E. Costales Jr.

A proud downtown resident

May 11, 2009

Dolores Roybal Saltarelli,
Project Manager
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Comments on the Regional Connector Scoping for EIS/EIR

Thank you for giving me the opportunity to comment on the Scoping Information related to the EIS/EIR for the Regional Connector. I made some oral comments at the public meeting held at JANM on April 1st, but I wanted to follow-up with additional comments about scoping issues on the proposed Regional Connector Alternatives that need to be addressed, as follows:

At-Grade Alternative

The Scoping meetings and the materials did not clarify how the at-grade would be designed and operate along 2nd Street, nor on Main St. and Los Angeles St. There are also several driveways along this alignment that needs to be fully analyzed for safety; these driveways include access to the new LAPD headquarter building, the new LAPD jail, Caltrans building, City Hall, City Hall East, and the Kyoto-Grand Hotel.

The capacity of the intersections along the alignment also need to be carefully analyzed. There will be a significant reduction in street width on 2nd Street, since it's currently only 36 feet to 40 feet wide. The remaining single lane available on 2nd Street may be inadequate to offer the width needed for proper circulation for the area and additional street widening may be needed, or it may also have to operate as one-way, including inside the 2nd Street Tunnel.

Although the split station is offered at the Civic Center next to City Hall, the Little Tokyo community would rather have a station in Little Tokyo, because the City Hall site is too far away. The Civic Center site would only be used during the week days, but would not be used at nights, weekends and on Holidays. Therefore, Metro should consider another station site on 2nd Street that would better serve the residents of Little Tokyo and the customers who come to the Little Tokyo businesses.

At-grade alternative for the Downtown Connector is very problematic because of potential accidents and the lack of operational reliability. Metro should also be aware that LAPD often closes Civic Center area streets due to demonstrations, and Little Tokyo community closes streets for their Annual Nisei Week Grand Parade that affect surrounding streets as well. Since the Parade Route includes Los Angeles Street, where the LRT alignment runs, the Little Tokyo community does not support the at-grade alternative.

Construction impacts are a major concern for the Little Tokyo community. The traffic impacts, and impacts to businesses during construction, noise and dust are all concerns that need to be fully disclosed, analyzed, and fully mitigated.

Subway Alternative

The Scoping meetings also did not clarify the details of the subway alternative as it relates to how it would be designed and operated at the intersection of 1st and Alameda St. It is my understanding that Alameda St. will be grade separated below 1st Street, but that the rail connections will all be at-grade. I suggest that the grade separation project be the first phase of work to minimize the overall impact. Furthermore, it was said that there will be grade separated pedestrian crossing of the tracks, as well as frontage roads along Alameda St. Traffic modeling and simulation of the traffic and trains would be necessary to convince me and the community that the intersection could operate satisfactorily, even with the grade separation. Furthermore, it would be necessary to maintain and allow street level crossings in all directions for pedestrians at the intersection.

There are concerns about the impact of the tunneling work under 2nd Street, particularly if utility relocation work impacts the intersection of 2nd and Central Avenue. The businesses as well as the community have concerns with traffic and parking impact during construction the ability to conduct their businesses.

The owner of the property where Metro intends to stage construction and where the tunnel boring machine will be set is a friend of the Little Tokyo community, so the community is concerned about how Metro will treat the owner. Would it be possible to have the owner partner with Metro for any development project at the site?

Station construction on 2nd Street is another concern to the community, since it involves a cut and cover technique. The Nisei Week Parade is held in August, and that has a Route along 2nd Street, so the community is concerned about not being able to have the Nisei Week Grand Parade, unless construction is coordinated to avoid that disruption. Furthermore, the community would like to see the subway station closer to Little Tokyo, say an entrance at Weller Court, rather than where it's currently proposed behind the Caltrans building. That's because when taking the train from East LA, the station spacing would already be more than a mile at Alameda Street. I believe that there should be two stations on 2nd Street, one closer to Little Tokyo, and second one closer to Hill Street on the east side of Bunker Hill. The community believes that it's important to have the Little Tokyo Station close to 2nd and San Pedro St. for security reasons, and in order to properly serve the residents and the business patrons at nights and weekends.

Thank you for the opportunity to comment on the Scoping for the EIS/EIR for the Regional Connector.

Sincerely Yours,

James M. Okazaki

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Pasadena Scoping Comments on
Metro Regional Connector**
Date: May 7, 2009 3:50:05 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>
Cc: "Roybal, Dolores" <ROYBALD@metro.net>
▶ 1 Attachment, 636 KB



Please post to eRoom.

From: Yamarone, Mark [<mailto:MYamarone@cityofpasadena.net>]
Sent: Thursday, May 07, 2009 1:33 PM
To: Regional Connector
Cc: Paige-Saeki, Jennifer; Fuentes, Theresa; Dock, Fred
Subject: Pasadena Scoping Comments on Metro Regional Connector

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles, eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-

grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Mark Yamarone
Transportation Administrator

Mark Yamarone
City of Pasadena
Dept. of Transportation
626 744-7474



DEPARTMENT OF TRANSPORTATION

May 7, 2009

Ms. Dolores Roybal Saltarelli, Project Manager
Metro
1 Gateway Plaza, MS 99/22/52
Los Angeles, CA 90012

Re: Comments Related to NOP for the Metro Regional Connector Project

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles.

- eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
 3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Respectfully submitted,



Mark Yamarone
Transportation Administrator

*221 East Walnut Street, Room 210 • Pasadena, CA 91101
(626) 744-6470*

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector comments.**
Date: May 7, 2009 3:48:33 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

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

From: .mac account [<mailto:erictooley1@mac.com>]
Sent: Thursday, May 07, 2009 2:44 PM
To: Regional Connector
Subject: Regional Connector comments.

I think that the Regional Connector is very much needed in Los Angeles. Once the Gold Line Eastside extension is up and running, and the Expo line - the need for the connector will be even greater. In addition I look forward to the additional connections with the possibled downtown stations. I believe that light rail should be used, entirely grade spearated and underground - following the Underground Emphasis LRT Alternative as presented. Double-tracking the system, if possible, in both directions would seem smart to accomidated the enormous frequency of trains through this vital connection.

I think that the regional connector is possible the most important rail project currently under study for Los Angeles.

Thank

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Metro Connector Comment**
Date: May 11, 2009 9:43:25 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: robert@volk.me [<mailto:robert@volk.me>]
Sent: Monday, May 11, 2009 8:35 AM
To: Regional Connector
Subject: Metro Connector Comment

It was interesting to hear the MTA presentation to the Little Tokyo Community Council on April 28, 2009.

All of the benefits mentioned for connecting the Little Tokyo Gold Line station to the 7th Street station related to MTA riders. There was no mention of how the connector would offer any benefits to Little Tokyo.

The proposed Underground Connector Alternative would have a very negative impact on Little Tokyo. APPROXIMATELY 20 PERCENT OF THE EXISTING COMMERCIAL AREA IN THE LITTLE TOKYO CRA PROJECT AREA AND OVER 200 PARKING SPACES WOULD BE LOST. During construction, 1st and 2nd St will be closed for an extended

time. Many of our small businesses would not be able to survive the disruption of their activities. Moreover, once the project is completed, the constant flow of trains at grade across the intersection of 1st and Alameda will disrupt the eastern portal of Little Tokyo. To have a subway under 2nd St will not bring any more visitors or shoppers to Little Tokyo.

Over the last 25 years, the community and the Los Angeles Community Redevelopment Agency have worked very hard to make Little Tokyo the vital community that it is today. It is not fair to ask that we sacrifice all that we have achieved just to solve a lack of adequate transportation planning by MTA 20 years ago.

I urge MTA to select the No Build Alternative or the At-Grade Alternative along Temple Street.

Robert D. Volk

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Comments from Go For Broke National
Education Center**
Date: May 11, 2009 4:42:55 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobergroup.com>
▶ 2 Attachments, 491 KB



Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Diane Tanaka [<mailto:diane@goforbroke.org>]
Sent: Monday, May 11, 2009 4:41 PM
To: Regional Connector
Subject: Comments from Go For Broke National Education Center

Hello Regional Connector Team,

The Go For Broke National Education Center respectfully submits our concerns and opposition for the Upper Grand Route 1 Alternate (Temple/Alameda at-grade alternative) due to the following: The proposed route will negatively limit the vehicular ingress and egress of the proposed Go For Broke National Education Center project site as it will block the site's only street frontage on Temple Street between Alameda and Judge John Aiso Street. The limited width of Temple Street may also require the widening of the street on the side of our project site creating severe impact to the infrastructure of the building. The proposed

route will also create substantial vibration and acoustical disruptions to the operation of the exhibition facilities housed in the building.

Attached please find a copy of the Go For Broke National Education Center's site plan for your review and consideration of our concerns.

Best regards,
Diane Tanaka

Diane H. Tanaka
Project Manager
Go For Broke National Education Center
310-222-5709 direct
310-328-0907 main
310-962-2698 mobile



Visit Go For Broke National Education Center at www.GoForBroke.org. We must never forget!



[GFB-Drawings.pdf \(487 KB\)](#)

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional connector public comments**
Date: May 11, 2009 9:45:26 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net

P Please consider the environment before printing this e-mail

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

From: Yuri Popov [<mailto:yopopov@gmail.com>]
Sent: Saturday, May 09, 2009 7:48 PM
To: Regional Connector
Subject: Regional connector public comments

Below is my formal public comments on the regional connector for the record.

I would like to express my strongest support of the Underground Emphasis LRT alternative. This alternative will result in the best performance of the connector among the four alternatives considered. It features the highest ridership, the shortest travel time, the lowest operating costs, and the least traffic impact. These are the most important factors in building the public transit infrastructure in dense urban areas, and all of them are optimized by the Underground Emphasis LRT alternative. While this alternative is slightly more expensive in terms of the construction costs, we are building the future of this city, and we cannot afford to build this project cheaply and badly. Thus, the underground alignment must be chosen.

Sincerely yours,

Yuri Popov, Ph.D.

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Comments re: regional connector**
Date: May 11, 2009 4:38:53 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net
P Please consider the environment before printing this e-mail

-----Original Message-----
From: dawna nolan [<mailto:dawnanolan@yahoo.com>]
Sent: Monday, May 11, 2009 4:14 PM
To: Regional Connector
Subject: Comments re: regional connector

Dear Metro-
As a long-time resident of downtown, I am pleased and excited about the possibility of the regional connector. However, I feel strongly in favor of the below-grade option, as I believe the at-grade option will contribute to congestion rather than relieve it, and impact area-business negatively during construction in a way that will be mitigated with the below-grade option. I am in support of public transportation, AND a pedestrian-friendly downtown...the below-grade option is far better on both counts.

Thanks for taking my comments.

Best Regards,

Dawna Nolan
dawnanolan@yahoo.com
310-650-8525