

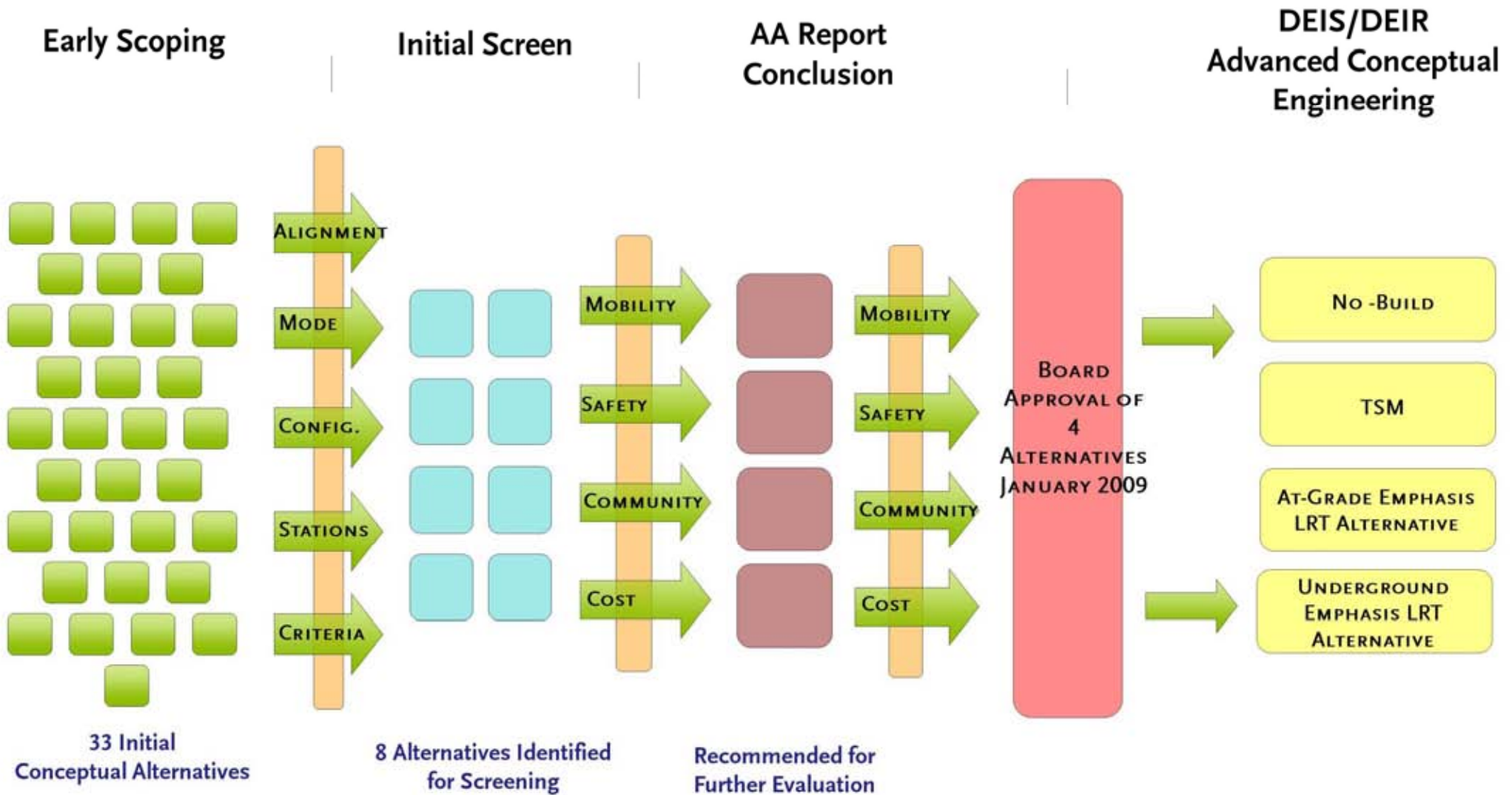
Study Background (1990 – 2004)

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

Recent Progress

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

Alternative Analysis Process



AA Community Engagement

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

What we learned so far

The Regional Connector provides

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

Why are we here?

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

Public Scoping Period

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

Publications:

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

Total Mailings:

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



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

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

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

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

Monday, March 30, 2009

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

Tuesday, March 31, 2009

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

Wednesday, April 1, 2009

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

Thursday, April 2, 2009

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



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

Scoping Meetings

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

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

Lake Avenue Church
393 N. Lake Avenue, Pasadena

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

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

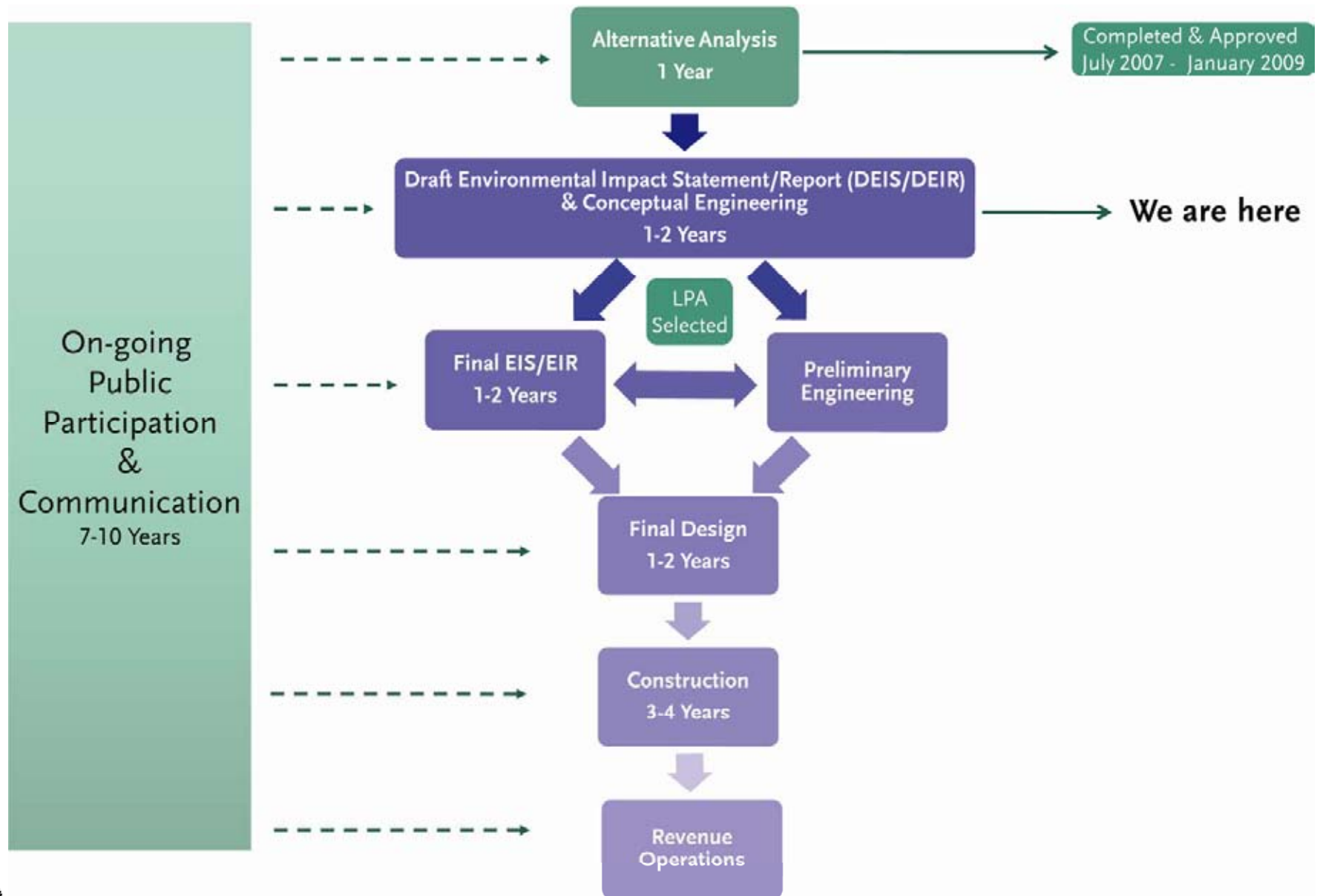
April 1, 2009
6:30 p.m. to 8:00 p.m.

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

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



Project Development Process



Alternatives Under Evaluation

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

No Build and TSM Alternatives

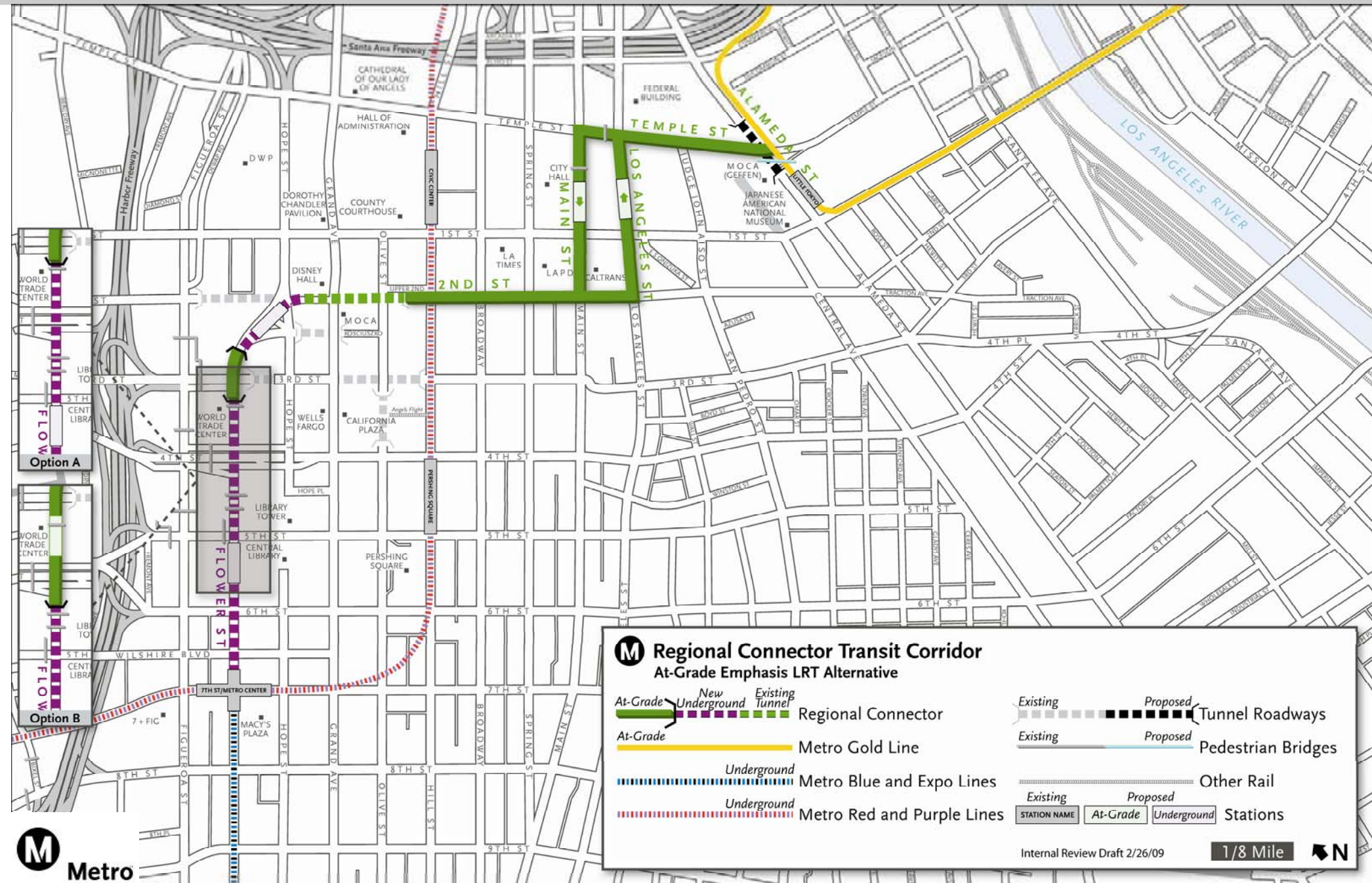
No Build

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

TSM

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

At-Grade Emphasis LRT Alternative



At-Grade Emphasis LRT Characteristics

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



Underground Emphasis LRT Alternative



Underground Emphasis LRT Characteristics

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









Environmental Issues to be Analyzed

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




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



DEIS/DEIR Schedule

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



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

Results of Scoping and DEIS/DEIR

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

Public Comments

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



Environmental Issues to be Analyzed

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

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Appendix V

Summary of Public Comments, Matrix & Transcripts

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BEFORE THE METRO

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Monday, March 30, 2009

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

24

25 Job No.:
B1359NCO

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BEFORE THE METRO

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REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

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

8)

9 REGIONAL CONNECTOR TRANSIT CORRIDOR)

10 PROJECT DRAFT ENVIRONMENTAL IMPACT)

11 STATEMENT/DRAFT ENVIRONMENTAL)

IMPACT REPORT)

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

1 APPEARANCES:

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

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Facilitator:

ANN KERMAN
Community Relations Manager,
Metro

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I N D E X

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7	Spencer Kassimir	11
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9	Steve Bagby, Sr.	14 21
10	Pat Jones	15
11	Mike Metcalfe	17
12	Damien Newton	18
13	Ken Alpern	20
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1 Los Angeles, California, Monday, March 30, 2009

2 4:50 p.m.

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

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

10 MS. ROYBAL SALTARELLI: Which map?

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

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

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

25 The other point I want to make here is the

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

6 Give her a hand.

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

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

19 I thank you, Ann. Very good presentation.

20 MS. KERMAN: Thank you, Tom.

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

24 do right now is hear your public comments.

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

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

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

8 So Craig?

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

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

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

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

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

8

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

4 Thank you very much.

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

6 Next up, Professor Meshkati.

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

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

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

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

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

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

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

18 Thank you.

19 MS. KERMAN: Thank you, Professor.

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

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

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

10

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

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

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

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

11

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

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

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

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

13 Next up, Spencer Kassimir.

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

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

1 more traffic and more pollution.

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

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

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

17 Thank you.

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

19 ahead.

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

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

13

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

7 MS. KERMAN: \$5.

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

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

11 for students.

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

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

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

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

14

1 project alternatives, the potential impacts, and

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

4 So with that, Mr. Bagby.

5 MR. BAGBY: Thank you so much.

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

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

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

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

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

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

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

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

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