

## PC115

## Responses to Comments from Japanese American Cultural and Community Center, Handa, Toshio “Terry”

## Response to Comment PC115-1

It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the other alternatives. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

A description of cut and cover operations is provided in Chapter 2, Alternatives Considered, Section 4.18, Construction Impacts, and Appendix K, Description of Construction, of the Draft EIS/EIR and this Final EIS/EIR. Cut and cover entails a construction shoring system, excavating down from the ground surface, placing a temporary deck over the excavated area, constructing the underground facilities beneath the deck, and then backfilling and restoring the surface once the facilities are completed. Temporary concrete decking can be placed over the cut immediately following the first part of excavation (at about 12 to 15 feet below ground surface) to allow traffic to pass above. Once the deck is in place, excavation and internal bracing would continue to the required depth. Once the desired construction is completed inside the excavated area, the deck would be removed, the excavation would be backfilled, and the surface would be restored permanently. Refinements have been made to the Locally Preferred Alternative since publication of the Draft EIS/EIR. These refinements would reduce the extent of cut and cover activities and associated street lane and sidewalk closures. Chapter 2, Alternatives Considered, of this Final EIS/EIR identifies locations where cut and cover would occur during construction of the Locally Preferred Alternative.

Chapter 3, Transportation Impacts and Mitigation, and Section 4.2, Displacement and Relocation, of the Draft EIS/EIR identified the number of on-street and off-street parking that would be removed during construction and operation of each alternative, respectively. Chapter 3, Transportation Impacts and Mitigation, and Section 4.2, Displacement and Relocation, of this Final EIS/EIR identifies the number of on-street and off-street parking that would be removed during construction and operation of the Locally Preferred Alternative, respectively.

Metro Regional Connector Transit Corridor Study  
 Draft EIS/EIR Public Hearing  
 Comment Form Formulario de comentarios コメント用紙 의견서

Name	Nombre	名前	이름
HOWARD NISHIMURA			
Organization	Organización	所属	단체
LITTLE TOKYO COMMUNITY COUNCIL + TOKYO VILLAGES HOA			
Address	Dirección	住所	주소
222 S. CENTRAL AVE #208 L A CA 90012			
Telephone	Teléfono	電話	전화
213-305-7630			
Email	Correo electrónico	電子メール	이메일
hinishimura@msn.com			

Comment	Comentario	コメント	의견
AS SCHEDULES FOR CONSTRUCTION ARE DETERMINED PLEASE KEEP THE OWNERS AND <sup>BUSINESS</sup> STORES OWNERS INFORMED AND THE EFFECT THAT THE STREET TRAFFIC AS WELL AS PEDESTALIAN TRAFFIC WILL BE EFFECTED AND FOR HOW LONG.			

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Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector)

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector)

あなたのコメントが公的記録の一部として考慮される、2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.net に電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書を閲覧するには、以下のリンク [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector) を閲覧してください。

의견은 반드시 2010년 10월 18일까지 접수되어야 공공 기록의 일부로 간주됩니다. 의견은 이메일로 regionalconnector@metro.net으로 보내주셔도 됩니다. 의견은 다음 주소로 우편으로 보내주셔도 됩니다: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 웹사이트 [www.metro.net/regionalconnector](http://www.metro.net/regionalconnector)를 방문하시면 전체 문서를 보실 수 있습니다.



## PC116

### Responses to Comments from Little Tokyo Community Council & Tokyo Villa HOA, Nishimura, Howard

#### Response to Comment PC116-1

Appropriate candidate mitigation measures included in Section 4.3, Community and Neighborhood Impacts, of the Draft EIS/EIR and confirmed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR includes development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Metro will continue to coordinate with the community during project construction.

October 1, 2010

Ms. Dolores Roybal-Saltarelli  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, MS 99-22-2  
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

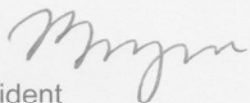
As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

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I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

Thank you for your consideration.

Sincerely,



Savoy Resident  
Unit # 468

MYUNGHEE BYUN

## PC117

## Responses to Comments from Byun, Myunghee

**Response to Comment PC117-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PC117-2**

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

## Responses to Public Hearing Comments

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHA1		Fishel	Alan
PHA2	Japanese Chamber of Commerce	Okamoto	Mike
PHA3	Little Tokyo Business Association and Little Tokyo Business Improvement District	Liu	Wilson
PHA4		Kay	Greg
PHA5		Adelman	Charles
PHA6		Havens	Alan
PHA7		Zablen	Nathan
PHA8	Los Angeles Homba Hongwanji Temple	Briones	William
PHA9	Little Tokyo Community Council	Watanabe	Bill
PHA10		Kawaratani	Yukio
PHA11	Historic Downtown Business Improvement District of the L.A. City Chapter	Brown	Russ
PHA12		Covarrubias	Joel
PHA13	Downtown Los Angeles Neighborhood Council	Berman	Patti
PHA14	Electric Railway Historical Association	Frevele	Dave
PHA15		Westwater	Brady
PHA16		Springer	Jay
PHA17	Nikkei Center, LLC Project	Kaji	Jon
PHA18	The Spice Table	Luu-Ng	Kim
PHA19	GetFit Little Tokyo	Yamaguchi	Jayson
PHA20	California Japanese American Community Leadership Council	Nishio	Alan

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHA21	Koraku Group, Inc.	Yamauchi	Hiroshi
PHA22	Fugetsu-Do Confectionery	Kito	Brian
PHA23		Kerr	John
PHA24	Gold Line Washington Alignment Advocacy Group	Howard	Les
PHB1	Fixing Angelenos Stuck in Traffic	Norton	Hilary
PHB2		Grace	Roger
PHB3	Metropolitan News Enterprise	Bobigian	Vahn
PHB4		Grace	Jo-Ann
PHB5	Metropolitan News Enterprise	Philibosian	Robert
PHB6	Suehiro Café, Inc.	Suzuki	Kenji
PHB7		Havens	Alan
PHB8		Berg	Martin
PHB9	The Transit Coalition	Reed	Bart
PHB10		Springhetti	Joan
PHB11		Miyoshi	Ellen
PHB12	Koraku Group, Inc.	Yamauchi	Hiroshi
PHB13		Sachs	Arnold
PHB14	Little Tokyo Business Association and Little Tokyo Business Improvement District	Liu	Wilson
PHB15		Wright	Jerard
PHB16	Central City Association	Chavira	Tracey
PHB17	Historic Downtown Theater	Brown	Russell

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Comment Letter/ Speaker	Affiliation	Last Name	First Name
PHB18		Garza	Don
PHB19	Shabu Shabu House Restaurant	Maruyama	Yoshi
PHB20		Baisez	Christine

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COUNTY OF LOS ANGELES  
REGIONAL CONNECTOR TRANSIT CORRIDOR PUBLIC HEARING  
DOLORES ROYBAL-SALTARELLI, PROJECT MANAGER

In the Matter of: )  
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METRO REGIONAL CONNECTOR TRANSIT )  
CORRIDOR )  
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TRANSCRIPT OF PROCEEDINGS  
Los Angeles, California  
Tuesday, September 28, 2010

Reported by:  
DANA JACOBS  
CSR No. 13499  
Job No:

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COUNTY OF LOS ANGELES  
REGIONAL CONNECTOR TRANSIT CORRIDOR PUBLIC HEARING  
DOLORES ROYBAL-SALTARELLI, PROJECT MANAGER

In the Matter of: )  
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METRO REGIONAL CONNECTOR TRANSIT )  
CORRIDOR )  
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TRANSCRIPT OF PROCEEDINGS, taken at  
the Japanese American National Museum,  
369 East 1st Street, Los Angeles, California,  
commencing at 6:30 p.m. on Tuesday,  
September 28, 2010, reported by DANA JACOBS,  
CSR No. 13499, a Certified Shorthand Reporter  
in and for the State of California.



1 APPEARANCES :

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3 DOLORES ROYBAL-SALTARELLI  
4 PROJECT MANAGER

5 ANN KERMAN  
6 COMMUNITY RELATIONS

7 CHRIS KOMAI  
8 PUBLIC INFORMATION OFFICER  
9 JAPANESE AMERICAN NATIONAL MUSEUM

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25 that are here today for allowing us to get to this moment,

1 for allowing us to get through the process that included  
2 our alternatives analysis and, today, our Draft EIS/EIR  
3 process.

4 I'd like to bring up Chris Komai, who is with the  
5 Japanese American National Museum to welcome you all here  
6 today. This is their facility. They're our host.

7 And Chris, if you could step forward.

8 MR. KOMAI: That's great. I didn't know any of my  
9 family was here. I'm Chris Komai. I'm the public  
10 information officer for the Japanese American National  
11 Museum, and we did want to welcome you all to our  
12 facility.

13 You're in the George and Sakaye Aratani  
14 Central Hall of our pavilion, which opened in 1999.  
15 It's interesting because this year is the year of  
16 anniversaries, so it's the Japanese American National  
17 Museum's 25th anniversary since its incorporation back  
18 in 1985.

19 What's interesting about that is if you had known  
20 us in 1985, no facility, no endowment, one staff member  
21 sitting at the local Merit Savings Bank here, but because  
22 we were a community-based organization, we were able to  
23 galvanize the support of our community and the greater  
24 community here in Los Angeles, renovate the former

25 Buddhist temple behind you, the Nishi Hongwan, former

1 Buddhist Temple there, and here, this pavilion, which  
2 actually was a \$45 million project.

3 All of that has made it possible to do what its  
4 founders wanted, which is to have public gatherings like  
5 we're having today. We think, here at the museum and  
6 certainly within our community, that the most important  
7 thing that we can do is get together and discuss what are  
8 the important issues of the day.

9 Now, before we get on to the meeting, I have just  
10 one thing. I noticed we're being streamed tonight. Isn't  
11 that right? And for those of you who are watching, we  
12 invite you to come to Little Tokyo, come to the  
13 Japanese-American National Museum, come here because  
14 there are times when you can come and share in our  
15 community as well.

16 The space that we're in right now, we have  
17 Target's Free Family Saturdays, most months, and like the  
18 word says, it's free. You can come, even on the Gold Line  
19 because the station is right across the street from us  
20 over here, and there are many activities that we have  
21 here, Nisei Week, New Years and things like that for you  
22 where we can all come, and we all invite you to come to  
23 them.

24 The last thing I wanted to say is that speaking

25 of anniversaries, today we celebrated the 10th anniversary

1 of Little Tokyo Community Council, ten years in which our  
2 community has tried to work together, not just in  
3 Little Tokyo, but in the greater area.

4 In this hearing here, in this meeting, this is  
5 really an example of how that should work. Here we're  
6 dealing with a very important process, but the most  
7 important thing is that we have a place and an opportunity  
8 for us to meet and talk about those issues.

9 So thank you all for coming. Welcome. If any  
10 of you want to come any other time, come and see me.

11 Thank you.

12 MS. KERMAN: Thank you so much, Chris, and we do  
13 appreciate your hospitality.

14 Well, let's get started. Good evening. Welcome  
15 to this public hearing on the Regional Connector Transit  
16 Corridor Project Draft EIS/EIR. My name is Ann Kerman.  
17 I'm Metro's constituent program manager for this project  
18 and tonight I will be facilitating the meeting, and I  
19 will also be acting as your hearing officer.

20 Is there anyone in need of translation  
21 assistance? If so, if you would please advise our  
22 registration in the back, and I would also like our  
23 interpreters to make that announcement. Alex. Thank you  
24 very much.

25

Before we begin, I do want to introduce you to

1 the project manager of this project. You'll be hearing  
2 from her shortly, and that's Dolores Roybal-Saltarelli.  
3 Dolores, if you could stand up. Diego Cardoso, who is the  
4 executive officer from our planning department. Diego.

5 We have several people here from Metro and our  
6 consultant team, and we're all wearing these badges.  
7 To everyone in that group, I'd like to introduce you  
8 individually, but I want to move it along. Please wave  
9 your arm, and you can speak to any of us later. We are  
10 here until 8:00 tonight, and after the formal  
11 presentation, we'll still be here to take your comments  
12 and questions.

13 Well, tonight's meeting is a formal process in  
14 the environmental review of the connector project, and we  
15 have a legal obligation to make sure that we hear your  
16 comments on the Draft EIS/EIR. We're here tonight to hear  
17 from you, and we want to give everyone a chance to speak.

18 Now, because this is a formal process and formal  
19 public hearing, we will not be answering your questions,  
20 but we will certainly be recording every comment, every  
21 question. We have a court reporter here this evening,  
22 and she will be taking note of every word.

23 You may comment on the Draft EIS/EIR at tonight's  
24 the meeting during our formal comment session, or you may

25 fill out a comment card. You may also mail us a letter or

1 send us an E-mail. All public comments must be received  
2 by 5:00 p.m. on October 18th.

3 As this is a formal NEPA/CEQA process, I now need  
4 to provide you with the following statement: The Regional  
5 Connector Transit Corridor Studies Draft Environmental  
6 Statement and Environmental Impact Report was released on  
7 September 3rd, 2010 along with the notice of availability  
8 and notice of intent to hold public hearings.

9 To comply with the National Environmental Policy  
10 Act, NEPA, and the California Environmental Quality Act,  
11 CEQA, Section 15087, the Federal Transit Administration,  
12 FTA, and the Los Angeles Metropolitan Transportation  
13 Authority, METRO, have prepared a draft environmental  
14 impact statement, environmental impact report. FTA is the  
15 lead agency for the purposes of NEPA, and METRO is the  
16 lead agency for the purposes of CEQA.

17 A notice of availability and an intent to hold  
18 public hearings was published in the Federal Register,  
19 State of California Clearinghouse, Los Angeles Times,  
20 La Opinion, Nikkan San, and filed with the Los Angeles  
21 County Clerk and the California State Clearinghouse.  
22 The notices were published on September 3rd, 2010.

23 Copies of the Draft EIS/EIR are available for  
24 public review between September 3rd and October 18th, and

25 are located at the following venues: The Los Angeles City

1 Public Library, Central Library, Little Tokyo Branch  
2 Library, Chinatown Branch Library, the Von Kleinschmidt  
3 Center at the University of Southern California, the  
4 Pasadena Central Library, East Los Angeles Library,  
5 Culver City Library, Santa Monica Library and of course,  
6 Metro's library, the L.A. County Metropolitan  
7 Transportation Authority Agency's library on our 15th  
8 floor.

9 In addition, electronic copies of the document,  
10 i.e., CDs, were distributed by mail to participating  
11 agencies, listed owners of properties identified in the  
12 document, local elected officials and additional  
13 interested stakeholders.

14 Display ads about the public hearings were  
15 published in Our Weekly, Eastside Sun, Downtown News,  
16 Korea Times, Korea Daily, blogdowntown, Japanese Daily,  
17 Nikkan San, The Rafu Shimpo and the Pacific Citizen.

18 Copies of the press release about the release of  
19 the Draft EIS/EIR were sent to a distribution list of over  
20 50 media organizations. The Draft EIS/EIR and information  
21 about the hearing is posted on Metro's Web site,  
22 [www.metro.net](http://www.metro.net).

23 Information about the release of the Draft  
24 EIS/EIR and the hearings were also printed in brochure

25 form and widely distributed on Metro buses and trains as

1 well as hand delivered at key locations in the study area.

2           In addition, brochures that we commonly called  
3 "Take Ones" were sent by U.S. Mail to a list of over  
4 65,000 contacts in the project study area. The statement  
5 information was also sent electronically to a distribution  
6 list of 1,725 mailings.

7           All of these materials included information about  
8 how to find the Draft EIS/EIR as well as more information  
9 about the Regional Connector Transit Corridor study on the  
10 Web. Affidavits of publication and copies of detailed  
11 mailing lists are available upon request.

12           And now for the fun part. I would now like to  
13 bring up our project manager, Dolores Roybal-Saltarelli  
14 and invite her to begin her presentation.

15           MS. ROYBAL-SALTARELLI: Good evening everyone. Thank  
16 you very much for taking the time to attend this public  
17 hearing. My presentation is going to be brief. We're  
18 here this evening to listen to you, to document your  
19 comments on the draft environmental document and with  
20 that, I'll get started.

21           Regional connector is one of seven projects that  
22 is a part of the Measure R projects that are moving  
23 forward and is part of our 2035 plan. The purpose and  
24 need of the regional connector is to improve public

25 transit service and mobility, directly connect the Metro

1 Gold, Blue and future Expo Line, improve rail travel times  
2 and reduce transfers by providing a one-seat ride between  
3 Azusa and Long Beach and Santa Monica and  
4 East Los Angeles and provide increased high-capacity  
5 transit coverage of Downtown Los Angeles with the new  
6 stations.

7           Our need: Continued growth in population and  
8 transit demand, both in downtown and across the region  
9 transit system expansion, will also bring more riders into  
10 downtown. The existing rail system requires multiple  
11 transfers for many trips, both local and regionally.

12           Project overview: As I mentioned earlier, the  
13 regional connector will be connecting the Metro Blue,  
14 Gold and Expo Line; will provide a one-seat ride for travel  
15 between Azusa and Long Beach and Santa Monica and East L.A.  
16 and ultimately provide an efficient manner to travel  
17 through the downtown as well as the rest of the region.

18           Project development: We initiated this process  
19 in '07 with alternative analysis where we looked at 36  
20 alternatives. It was the end of that process that  
21 recommended two build alternatives that will be a part  
22 of the draft, and we initiated the draft environmental  
23 document in January of 2009.

24           Due to all of your hard work and participation,

25 we're now at the conclusion of the draft, and we're here

1 to listen to your comments and ultimately continue to  
2 study through the final environmental document, which  
3 will be initiated in November.

4 Project progress: When we started in '07,  
5 this study did not have any potential funding. With the  
6 passage of Measure R, we do have some Measure R funds  
7 dedicated to this project. We also initiated the draft  
8 in January of 2009.

9 We've been working extensively with the  
10 communities in the project study area. We've also been  
11 able, in that process through the Little Tokyo community,  
12 to include an additional alternative that's a part of  
13 the draft.

14 We've also been able to look at extensive  
15 potential mitigation measures that were also included in  
16 the draft and ultimately have been able to release that  
17 in the draft environmental document that was released  
18 on September 3rd, which many of you have received.

19 The draft environmental document has five  
20 alternatives that need to be analyzed. The No Build.  
21 What will the project study area be like without the  
22 project in place? The Transportation System Management  
23 alternative. That is the project that uses the comparison  
24 of what you could do without building permanent

25 infrastructure, and the three build alternatives. The

1 at-grade emphasis light-rail alternative, the underground  
2 emphasis alternative, and the fully underground light-rail  
3 transit alternative that is included in the -- excuse me.

4           This is interesting. I apologize. I guess all  
5 of the maps are like this. My apologies. It didn't look  
6 this way 30 minutes ago. Luckily for us, we do have the  
7 three build alternatives on the board, and the TSM  
8 alternative. What we're recommending is two additional  
9 bus routes essentially to connect 7th Street/Metro to  
10 the existing Little Tokyo/Arts District station.

11           The next alternative, which is the at-grade  
12 alternative is connecting the 7th Street/Metro station to  
13 the existing Little Tokyo/Arts District. And many of you  
14 have seen this alternative before. What's important to  
15 know -- oh, there we are. Thank you.

16           As I was saying, connecting 7th Street/Metro  
17 Center station to the existing Little Tokyo/Arts District  
18 station. What's unusual about this alternative is that  
19 50 percent of it is underground. That's what you see  
20 in purple, because ultimately you're connecting  
21 7th Street/Metro, which is an underground station, to  
22 an as to be completed at, possibly, 1st and Alameda.

23           The next alternative is the underground emphasis  
24 alternative, which, as stated in the alternative analysis

25 document, is about 94 percent underground. Again, leaving

1 7th Street/Metro, underneath Flower, underneath the  
2 2nd Street tunnel, and underneath 2nd Street, moving  
3 west towards Little Tokyo with an at-grade connection at  
4 1st and Alameda to connect to the Little Tokyo/Arts  
5 District station.

6 The fully underground alternative is exactly  
7 the same alignment, except where it differs is in the  
8 Little Tokyo area. Instead of connecting to the existing  
9 Little Tokyo/Arts District station, we now have a station  
10 located at 2nd and Central. You're now underneath 1st and  
11 Alameda, and it includes two portals, one north of Temple  
12 and one between Alameda and Hewitt to connect to the  
13 existing at-grade Gold Line.

14 The fully underground alternative has four  
15 stations, one at 5th and Flower to access the Financial  
16 District, one at 2nd and Hope to access Bunker Hill, one  
17 at 2nd and Broadway and the fourth at 2nd and Central.

18 As Ann mentioned earlier, there's various ways  
19 for you to submit comment, either at this evening's public  
20 hearing -- we will have a second one on October 4th. You  
21 can also submit comments to me in writing and via our  
22 website as well as our E-mail.

23 There are two big important meetings that are  
24 coming up in this project. We'll be going to the

25 Measure R Project Delivery Committee on October 21st at

1 9:00 a.m., if you'd like to attend and provide comment.

2 The same item will be going towards our Metro Board  
3 scheduled for October 28th at 9:30.

4 With that, that concludes my presentation, and  
5 we're here to listen to you and to document your comments  
6 on the draft environmental document.

7 MS. KERMAN: Thank you, Dolores.

8 As we quickly set up to take your comments, I did  
9 see that Kim Tachiki came in, and we'd like to thank her  
10 for representing Congresswoman Lucille Roybal-Allard.

11 Thank you, Kim. We have so appreciated all the  
12 support that we've had from her office and other  
13 electives, so I did want to mention that.

14 So as we quickly set up to take your comments,  
15 please note that the format for tonight's hearing does not  
16 include dialogue or our response to your statements or  
17 questions. If you would like to speak, we request  
18 that you fill out a speaker card, and you can turn them  
19 into the registration desk. If you don't have a speaker  
20 card and would like one, raise your hand, and we'll be  
21 sure to get you one.

22 The purpose of this hearing is for Metro to  
23 receive your comments and input on the Draft EIS/EIR. As  
24 I mentioned earlier, this hearing is part of the formal

25 NEPA and CEQA process. Your statements will become part

1 of the public record and will be addressed in the final  
2 document, which we currently expect to release in the  
3 summer of 2011.

4 In addition to oral testimony received tonight,  
5 all written comments will be addressed in the final  
6 EIS/EIR. So you have an option of speaking tonight or  
7 providing your comments by mail, E-mail or filling out  
8 a comment form and submitting it at tonight's meeting.

9 All comments will be addressed with equal  
10 attention. All comments will be communicated to the Metro  
11 Board and to the FTA and ultimately the Metro Board and  
12 FTA will use the final EIS/EIR containing your comments  
13 and our responses in making their final decision on the  
14 regional connector project, including an adoption of  
15 a locally preferred alternative.

16 When you're called to the microphone, before you  
17 begin your statement, if you could please state your name  
18 clearly for the record. You have two minutes, and we'll  
19 have a time clock up on the screen and four minutes if you  
20 require translation.

21 If you have a prepared statement, we encourage  
22 you to leave that with a member of our staff, and as I  
23 said earlier, oral and written comments will be considered  
24 equally.

25

In order to fit your comments into the public

1 record, your comments must be received by Metro before the  
2 close of the comment period, which we mentioned is  
3 October 18th. Comments, again, may be submitted via  
4 E-mail, mail, et cetera, and we'll repeat that at the end  
5 of the meeting.

6 And at this point, this is your time. We're going  
7 to turn it over to you.

8 Ginny, do you have some comment cards? I'm going  
9 to call you up three at a time so you can be prepared.  
10 The mic is in the center of the room, and our first  
11 speaker is Alan Fishel, followed by Mike Okamoto,  
12 representing the Japanese Chamber of Commerce and then  
13 Wilson Liu, representing the Little Tokyo Business  
14 Association, Little Tokyo BID.

15 MR. FISHEL: Good evening. My name is Alan Fishel.  
16 I've been following this project from the very beginning,  
17 and I want to comment on Dolores and the staff for doing  
18 one heck of a job in a very short time. The services were  
19 certainly put together not just so it's possible that the  
20 underground route would be the only selection.

21 The original route that was picked was not all  
22 that good, but thanks to the community here and their  
23 oversight, the route was changed for Alameda to be  
24 underground, fully underground, and that's a great job.

PHA1

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PHA1  
cont'd

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cont'd

25 You guys have done one heck of a job.

PHA1  
cont'd

1           But I think that -- I know the Alameda/1st Street  
 2 intersection could be improved considerably. The present  
 3 design requires four 50-mile an hour curves, slow into  
 4 the stations, slow out of the station, and the overall  
 5 design is not done by people who are really familiar  
 6 and use transit, and the lines need to be straight.

7           And there is a way of having a much faster,  
 8 much straighter, much better way of handling the 1st and  
 9 Alameda intersection, and also the ability to have the  
 10 station literally between Alameda and 2nd and Central,  
 11 so it would be very easy for access.

12           It's a much better location for community, for  
 13 this community, to be able to have access to 1st Street  
 14 and the Little Tokyo community along 1st Street, so the  
 15 overall design can be improved just a little bit for about  
 16 the same amount of cost, but the impact will be very,  
 17 very different, and the outcome would be ideal.

18           I prepared a map to show how it's going to be  
 19 done. It's in the hands of the staff here, and I urge you  
 20 to look at the possibilities of making this a better line.

21           MS. KERMAN: Thank you, Mr. Fishel.

22           Mike Okamoto, followed by Wilson Liu, followed by  
 23 Greg Kay.

24           MR. OKAMOTO: Good evening. My name is Mike Okamoto

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PHA2

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PHA2

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cont'd

25 with the Japanese Chamber of Commerce. I spent a very

PHA2  
cont'd

1 quiet afternoon in the library flipping through the pages  
2 of the EIS/EIR. It's a lot, seven volumes. It's a lot of  
3 pages, and through looking at those, I fully support the  
4 fully underground alternative.

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cont'd

5 But at the same time, I noticed that with the  
6 at-grade option, 11 out of 18 intersections in the morning  
7 and 15 out of 26 intersections will be adversely impacted  
8 traffic-wise. Also, the underground emphasis option has  
9 two out of three intersections in the morning and three  
10 out of seven intersections in the peek evening hours that  
11 would be adversely impacted, and these numbers are really  
12 scary, and I don't think this is less than significant;  
13 this is pretty significant.

2

14 Also, when we look at the no build option, there  
15 was 69,000 tons, metric tons, of greenhouse gas reduction,  
16 which is a significant amount. Just to visualize it,  
17 it's a football field with a six- or seven-story building  
18 filled with water. That's how much 69,000 tons of  
19 greenhouse gas is. That's in terms of water as a weight,  
20 and with the no build option, we will be losing the  
21 chance to reduce that much greenhouse gas emission.

3

22 So as a responsible citizen, I think it is  
23 important for us to look into the future generations.  
24 Just like the glass door of this room shattered into

PHA2

cont'd

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cont'd

25 pieces yesterday, and that's because of the unusual heat.

1 MS. KERMAN: Thank you, Mike.

2 MR. OKAMOTO: Thank you very much.

3 MS. KERMAN: Wilson Liu, representing Little Tokyo  
4 Business Association, followed by Greg Kay, followed by  
5 Wilson Liu, representing the Cherry Land Company.

6 MR. LIU: I'll try to consolidate all four of my  
7 presentations here, but I don't want to deal with it in  
8 my time. Otherwise --

9 MS. KERMAN: I wanted to break you up a little bit.

10 MR. LIU: My name is Wilson, and I'm currently up here  
11 now representing two entities, the Little Tokyo Business  
12 Association and the Little Tokyo Business Improvement  
13 District. I have a joint statement from both the  
14 association and the BID, which is our position, which is  
15 dated September 28, 2010.

16 Metro staff. On May 1st 2009, Little Tokyo  
17 Business Association submitted to  
18 Dolores Roybal-Saltarelli their support for the  
19 underground emphasis alternative with the station location  
20 at 2nd Street, between Los Angeles and San Pedro Street,  
21 along with the list of concerns with mitigating measures  
22 that will be implemented and documented in the final  
23 environmental impact statement, the final impact report.

24 In light of the current efforts by the

PHA3

1

25 Little Tokyo Community Council and the Nikkei Center

1 developers, the property owners of businesses on  
2 1st Street, Alameda Street, 2nd Street and Central Avenue  
3 and adjacent property owners, businesses, non-profits and  
4 residences adjacent to the intersection of 1st and Alameda  
5 Streets, Metro staff expected a fully underground  
6 alternative to be designated as a locally preferred  
7 alternative in the current Draft EIR.

8           The Little Tokyo Business Association and the  
9 Little Tokyo Business Improvement District has never taken  
10 formal action on the fully underground alternative. In  
11 light of the additional fully underground and the release  
12 of the Draft Environmental Impact Report, the Little Tokyo  
13 Business Association, the board of directors and the  
14 advisory board need to revisit the build alternatives,  
15 construction impacts and mitigation issues, solutions  
16 which require implementation and documentation in the  
17 final EIS/EIR.

18           On September 22nd, both boards held joint  
19 sessions, which we have identified four particular issues  
20 that are really important to us. We, at this point on  
21 the locally preferred alternative as far as the board is  
22 concerned, have rescinded support for the underground  
23 alternative pending --

24           MS. KERMAN: Thank you, Wilson. Is your

PHA3  
cont'd

25 representation of these other companies a continuation

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PHA3  
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1 of that letter, or are they separate letters?

2 MR. LIU: It is. If you will allow me, I would like  
3 to submit them to you now.

4 MS. KERMAN: Absolutely.

5 MR. LIU: I will waive all the rest of the time.

6 MS. KERMAN: Okay. We'd be delighted. Thank you.

7 Next, Greg Kay, followed by Charles Adelman,  
8 followed by Alan Havens.

9 MR. KAY: Hello. My name is Greg Kay, and I was  
10 delighted to see the addition of the all underground  
11 alternative. I think that's the only thing that makes  
12 sense, as far as having two separate lines traveling on  
13 the same route, which should not have grate crossings.

14 The only thing that I don't like about the  
15 alternative is the lack of service to the central city.  
16 It seems that that's a little neglected. I thought I  
17 remembered an alternative that had a station between  
18 San Pedro and Los Angeles, but it seems to me it's  
19 important to build also for the future, where future  
20 development might occur, rather than concentrating on  
21 where it already is.

22 Thank you very much.

23 MS. KERMAN: Thank you, Mr. Kay.

24 Charles Adelman, followed by Alan Havens,

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PHA4

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25 followed by Nate Zablén.

PHA5

1           MR. ADELMAN: Hi. My name is Charles Adelman. I'm an  
 2 L.A. native and used to work in Little Tokyo many years  
 3 ago. Now I work all over the place, including down in the  
 4 L.A. Live area.

5           Two comments. Generally, this is the only  
 6 project being considered by any agency for downtown that  
 7 will actually improve mobility in the downtown area,  
 8 provided that we do the entirely underground option. L.A.  
 9 is too dense to be running trains down the middle of the  
 10 street, and especially not in that kind of a way.

11           My second comment is a more technical thing. An  
 12 alternative that was considered and rejected, which would  
 13 be a variation on it, which would make the junction over  
 14 here at Alameda over/under rails, rather than two tracks  
 15 side-by-side. The over/under is the only way to create  
 16 a safe junction for two and a half minute headway trains.

17           Side-by-side means that the train making the turn  
 18 is going to be crossing the other track with the potential  
 19 for two trains colliding in the event that either the  
 20 signals fail or the driver misses the signal. And as we  
 21 know, both of those things have been known to happen.

22           Just recently, an MTA Blue Line train plowed into  
 23 a bus because the driver of the train missed the signal.  
 24 There was an event in Washington, D.C. earlier this year,

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PHA5  
cont'd

25 I think it was, that they had a big Metro accident because

2  
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PHA5  
cont'd  
2  
cont'd

1 the signals failed.

2 Thank you.

3 MS. KERMAN: Thank you, Mr. Adelman.

4 Alan Havens, followed by Nate Zablen, followed by  
5 William Briones, representing the Los Angeles Buddhist  
6 Temple.

7 MR. HAVENS: My name is Alan Havens. I'm a train  
8 advocate, retired from Skagit Transit. I fully support  
9 MTA's fully underground LRT alternative. I can accept  
10 a real opinion on what's done at the 5th Street and Flower  
11 station. I would note that it might better facilitate  
12 a center pocket track between 6th and 3rd, something like  
13 that.

14 I recommend in addition to the Little Tokyo  
15 underground station, maintaining the Watts line, the  
16 existing Union Station as well. I support the surface  
17 track in some way, shape or form for the following  
18 reasons: One, for maintenance connections.

19 Two, for possible use of additional pocket  
20 tracks.

21 Three, it might facilitate some special events  
22 running between Pasadena and East L.A.

23 Fourth, in the future, if we get that line  
24 out to Whittier -- I might mention Norwalk -- it might

PHA6

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25 let some trains to go directly to the station, and

PHA6  
cont'd

1 fifth, looking real far into the future, if the  
2 60 Freeway service might be capable, I think we'd have  
3 to use something like this, this surface track, to go to  
4 Union Station without congesting the main downtown  
5 connector with too many LRT lines.

3  
cont'd

6 MS. KERMAN: Thank you, Mr. Havens.

7 Next, Nathan Zablen, followed by Bill Watanabe.

PHA7

8 MR. ZABLEN: Good evening. I'm Nate Zablen. I'm  
9 a member of the Southern California Transit Advocates, but  
10 I'm speaking for myself. Generally, I support the all  
11 underground alternative. I think that's the best way to  
12 connect these lines because downtown has a lot of traffic,  
13 and there's going to be a lot of interruptions, so it's  
14 important so you can build up kind of a good speed on the  
15 train, so it's best if they go underground.

1

16 As far as the exact location of the station, I'm  
17 not a resident of Little Tokyo, so I would definitely  
18 defer to the residents of Little Tokyo and the business  
19 people in exactly how that station should be built. For  
20 those people, though, that live in the other parts of  
21 Los Angeles County, it's one way to connect.

2

22 We have a lot of rail in L.A., but it doesn't  
23 really connect, so here it is, giving people the  
24 opportunity who live in the northern part of the county,

3

25 live in Azusa, Pasadena and go all the way to Long Beach.

PHA7  
cont'd

1 And those people who live in East L.A. can now go to  
2 Santa Monica.

3 At the present time, we really don't connect.  
4 We've got all of these lines, but we have to transfer,  
5 so it really is inconvenient. This could really be a  
6 breakthrough. I only hope that there is funding for it,  
7 and it has to be done.

8 Thank you very much.

9 MS. KERMAN: Thank you, Mr. Zablen.

10 William Briones, representing the Los Angeles  
11 Nishi Buddhist Temple, followed by Bill Watanabe, followed  
12 by Yukio Kawaratan.

13 MR. BRIONES: Good evening. I'm William Briones. I'm  
14 one of the ministers at the Los Angeles Homba Hongwanji  
15 Temple.

16 This afternoon at the LTCC meeting, there was  
17 a vote, and I'll let Bill Watanabe give the results, but  
18 we are part of LTCC. Our temple is located on the corner  
19 of Vignes and 1st Street, right pass the 1st Street  
20 bridge, right there.

21 We've been impacted by light-rail, and it was  
22 inconvenient, but now it's very nice. We enjoy the train  
23 being our neighbor. However, we are concerned with the  
24 portal that is being planned to be put on 1st Street. We

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cont'd

PHA8

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25 do have property that goes to the end. I believe it's

1 Garey Street and then Hewitt, so our property line ends at  
 2 Garey, and the plan is to bring the portal to Hewitt.  
 3 Hopefully, that portal does not infringe on our property.  
 4 We just built a new building, and that is our concern.

5           Otherwise, we are in total favor for the  
 6 underground light-rail, as Bill Watanabe will attest to.

7           MS. KERMAN: Thank you so much, Reverend.

8           Bill Watanabe, representing the Little Tokyo  
 9 Community Council, followed by Yukio Kawaratan and then  
 10 Russ Brown.

11           MR. WATANABE: My name is Bill Watanabe, and I'm  
 12 currently the chair of Little Tokyo Community Council, and  
 13 also I'm the executive director of Little Tokyo Service  
 14 Center, and I also happen to chair Little Tokyo Historical  
 15 Society.

16           The Little Tokyo community has had a number of  
 17 meetings throughout the past few months. Many, many  
 18 meetings, many discussions, looking at all the  
 19 alternatives, looking at all the different ways that we  
 20 could consider the community and its impact.

21           And today at the Little Tokyo Community Council  
 22 meeting, we did approve a letter, which will be sent to  
 23 Dolores, and you should be getting it, but I'd like to  
 24 just touch on some of the main points.

PHA8  
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PHA9

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Number one: We support the fully underground

PHA9  
cont'd

1 option. We feel that that's the best one, and we'd like  
 2 to have the Metro Board consider that. We feel that 1st  
 3 and Alameda and the treatment of it as proposed originally  
 4 divides the community having Alameda being such a busy,  
 5 big road with all of this traffic to go underground with  
 6 bridges, we just felt it was not feasible.

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7 We want to urge the boring of the subway under  
 8 2nd Street be done from west to east. In my mind, there's  
 9 a big hole where the state building used to be. It seems  
 10 like the idea was to put a bunch of dirt in there.

2

11 We feel that Metro has given us a great start in  
 12 terms of meeting with us, discussing with us. The  
 13 community would like to continue that process, to be  
 14 a part of the discussions and decision making from here on  
 15 out in terms of the decisions by the Board and also to ask  
 16 for mitigation to minimize or compensate for business  
 17 losses.

3

18 Thank you very much.

19 MS. KERMAN: Thank you, Bill.

20 Yukio Kawaratan, followed by Russ Brown, followed  
 21 by Joel Covarrubias.

22 MR. KAWARATAN: That's pronounced Kawaratan.

23 The regional connector is a worthwhile project,  
 24 but only if the fully underground locally preferred

PHA10

1

25 alternative is selected by the MTA Board. The Draft

PHA10

cont'd

1 EIS/EIR correctly states that the Little Tokyo community,  
 2 in comparison to all other areas along the route, will  
 3 suffer many disproportionate adverse impacts during the  
 4 construction.

2

5           Hopefully, the draft will be modified to include  
 6 more effective mitigation measures to lessen the economic  
 7 suffering, and in some cases the demise of Little Tokyo  
 8 businesses.

3

9           The draft does not adequately address the adverse  
 10 impacts of the underground emphasis alternative it would  
 11 impose on Little Tokyo. For instance, the Alameda  
 12 underpass will adversely impact Little Tokyo traffic  
 13 during and long after construction. Four surface rail  
 14 tracks at 1st and Alameda will create dangerous conflicts  
 15 between pedestrians, vehicles and trains.

4

5

16           A proposed pedestrian bridge will be a permanent  
 17 visual plight and liability. The Little Tokyo pedestrian  
 18 movement are all at sidewalk level. Who will want to go  
 19 up 20 feet by stairs or elevator, cross 100 feet across  
 20 Alameda and then go down 20 feet? People will, instead,  
 21 take their chances. With trains coming frequently from  
 22 four tracks in four different directions, some will be  
 23 injured or killed.

6

7

8

24           These are just some of the reasons the Japanese

9

25 American community cannot accept the underground emphasis

PHA10  
cont'd  
9  
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1 alternative. I urge the MTA Board to approve the fully  
2 underground locally preferred alternative.

3 Thank you.

4 MS. KERMAN: Thank you, Mr. Kawaratan.

5 Russ Brown, representing the Historic District,  
6 BID, followed by Joel Covarrubias, followed by  
7 Patti Berman.

8 MR. BROWN: Russ Brown, Historic Downtown Business  
9 Improvement District of the L.A. City chapter. I think  
10 the gentleman before me -- I won't try to pronounce his  
11 name, much less spell it -- did an excellent job of  
12 understanding the really horrible problems of the above  
13 ground emphasis and the partially underground.

14 We especially want to thank the team. You all  
15 worked with the neighborhood council. You worked with the  
16 community for almost four years on this. I remember the  
17 very, very beginning when there was no money, there was no  
18 chance that any of this was going to happen, and today to  
19 see the community involvement and how this is really going  
20 through the process.

21 We're very much in support of the fully  
22 underground project. Especially, the 2nd and Broadway  
23 station, which will connect with the streetcar and will  
24 connect with the Red Line at the Civic Center, the 5th and

PHA11  
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25 Flower station, which will also connect with the 5th and

PHA11  
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1 Grand streetcar, and the fully underground Office Depot  
2 site.

4  
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3 And again, we want to thank you for engaging the  
4 community and really listening to the community from the  
5 very beginning, and especially working really closely with  
6 the Little Tokyo community to figure out a tricky  
7 situation.

5

8 That's all.

9 MS. KERMAN: Thank you, Russ.

10 Joel Covarrubias, followed by Patti Berman,  
11 followed by Dave Frevele.

PHA12

12 MR. COVARRUBIAS: Hi. My name is Joel Covarrubias.  
13 The regional connector is an absolutely critical project.  
14 Please build it as quickly and safely as possible. You  
15 have done a fine job identifying possible alternatives,  
16 including station options as well as an underground  
17 prospect. I'll talk about the project as quickly as I  
18 can.

1

19 Preferred alternative. Please build the fully  
20 underground alternative, despite the higher cost. This  
21 alternative will result in more passengers and a more  
22 reliable line for all riders with fewer impacts in the  
23 downtown community.

2

24 Item two. Please do not remove the station at

3

25 5th and Flower. There are some rumors going around about

PHA12

cont'd

1 that. Once all lines are running and connected, the Metro  
 2 Center is going to be a busy transfer station. We're  
 3 going to need 5th and Flower as the destination station  
 4 for the people going to the Financial District.

3  
cont'd

5 Three. If you do decide to get rid of the  
 6 Financial District station, which I hope you don't, please  
 7 study a new north entrance at the Central Metro station.  
 8 I believe this can be done by extending the existing  
 9 mezzanine north between 6th and Flower.

4

10 Item four. Station names. Please name the  
 11 stations after the neighborhoods served, rather than  
 12 intersections. We saw a bunch of 2nd and Broadway, 2nd  
 13 and Hope. Please think about names like  
 14 Little Tokyo, historical Bunker Hill and the Financial  
 15 District.

5

16 Point five. Plans call for a covered tunnel  
 17 under Flower Street. Please build this tunnel wide enough  
 18 to accommodate three tracks. I've seen plans that call  
 19 for pocket tracks south of the Bunker Hill station.  
 20 Designing the tunnel, the entire tunnel, for three tracks  
 21 now will give Metro the space to accommodate future track,  
 22 such as a second pocket track from Metro for a passing  
 23 track along the entire length of that tunnel.

6

24 And finally, all stations. Please build the

7

25 stations, every station, with at least two entrances and

PHA12  
cont'd

7  
cont'd

1 possibly three. I understand there are cost issues  
2 involved, but we all want the best stations possible.

3 MS. KERMAN: Thank you, Joel.

4 And if you'd like to turn in your comments,  
5 we'd be happy to take them.

6 Patti Berman, representing the Downtown  
7 Los Angeles Neighborhood Council, then followed by  
8 Dave Frevele, ERHA, and then I have a speaker card for  
9 Dave Satara (phonetic).

10 MS. BERMAN: My name is Patti Berman. I'm the  
11 president of the Downtown Los Angeles Neighborhood  
12 Council, and I would like to reiterate something that  
13 Russ Brown just said, which is this process has really  
14 been so wonderful to work with in terms of Metro by making  
15 this a really smooth, easy process, and I know we all  
16 appreciate that.

17 Obviously, the Downtown Neighborhood Council has  
18 been very vocal on this. We accept only the idea of the  
19 fully underground alignment. We feel that adding trains  
20 into the mix of traffic in the downtown area would be  
21 disastrous, and we also feel that when it comes to the  
22 exact design of how this will come up in Little Tokyo, the  
23 people that live in this area should be the ones to make  
24 the decision, not us.

PHA13

25

But please look at the fully underground

PHA13  
cont'd  
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cont'd

1 alternative, and again, thank you so much for getting this  
2 going. It's just been a really, really great process.

3 MS. KERMAN: Dave, you're up next, followed by  
4 Dave Satara, followed by Brady Westwater.

5 MR. FREVELE: My name is Dave Frevele. I'm with the  
6 ERHA, which is the Electric Railway Historical  
7 Association. There were a lot of us that are very intent,  
8 what we call rail fans. Some of us get to the point where  
9 there's a nickname for us where they would call us  
10 foaming, referring us to rabid dogs. There's some of us  
11 that were very beloved of the rail system that was here  
12 that was completely erased in Los Angeles.

13 Prior to MTA, there was RTD. Prior to RTD, there  
14 was the first MTA Board that had oil company executives,  
15 car dealers, contractors that would pave streets. I use  
16 the word "naturally," but it was completely against the  
17 public interest to remove the rail system that was here.  
18 I want to say more than any project, but getting the first  
19 rail to come back to the line is also important.

20 This project also is very critically important,  
21 even more so than the subway. We're very lucky that  
22 Antonio Villaraigosa tonight is in Washington, D.C. He  
23 understands fully and with the MTA, completely supports  
24 30/10, which is a very overdue measure to help us in

PHA14

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PHA14

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cont'd

25 Los Angeles.

PHA14  
cont'd

1 I should say something about the staff for the  
 2 regional connector. I did write the Board last week and  
 3 some meetings don't go well, Expo and other meetings.  
 4 When you come to regional connector meetings, we're fully  
 5 listened to. We're fully communicated with, not just by  
 6 Dolores, but also Ann and Libby are very helpful.

2

7 It's a very different atmosphere than many other  
 8 MTA meetings. Not everybody will turn around and say we  
 9 appreciate that or remark on it, but it's a very, very  
 10 good thing.

11 As far as the downtown connector, please, MTA,  
 12 build that even before you do anything to the subway.  
 13 Build that instantly, fully underground. I'm grateful  
 14 that you don't molest 1st and Alameda with a fully  
 15 underground option.

3

16 MS. KERMAN: Thank you, Dave. You're right on time.

17 Brady Westwater, followed by Jay Stringer,  
 18 followed by Jon Kaji.

PHA15

19 MR. WESTWATER: My name is Brady Westwater. Like  
 20 everybody else, I support the fully underground. I think  
 21 it's the only thing in this chain where everybody has  
 22 agreed about the same thing. I have three comments to  
 23 make, though.

1

24 First is at 2nd and Hope on the top of

2

25 Bunker Hill, it says no further development is planned.

PHA15  
cont'd

1 We have an area there with Bunker Hill Towers, separate  
2 from the rest of Bunker Hill, with a maze of streets,  
3 which need to be reorganized, park spaces are unusable  
4 and other activities that need to be rationalized. This  
5 is the opportunity to do that.

6 MOCA also needs a permanent home for its  
7 permanent collection that's large. What better place  
8 than this? The Getty needs a house for its collection.  
9 They're not allowed to add one foot to their existing  
10 campus. What better place than this?

11 I suggest that they rewrite the report to say  
12 that the land freed up by the construction here should be  
13 considered for specific uses that would also make it a  
14 destination, making people more likely to use rapid  
15 transit in the city.

16 Second point is Little Tokyo where the  
17 underground portal is. They should make it a prime  
18 consideration to restore the brick buildings that date  
19 back to the early days of Little Tokyo on that site. They  
20 were originally going to be torn up by the cut that was  
21 going to go through Little Tokyo.

22 Last point is when the community was first  
23 presented, the cut through Little Tokyo was not even going  
24 to be in the study group to study whether that should be

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25 done or not. That was just what everybody was told was

PHA15  
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1 going to happen. Someone in the community spoke up.  
2 MTA listened and because of that, we've have a fully  
3 underground proposal.

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4 Thank you.

5 MS. KERMAN: Thank you, Brady.

6 Next, we have Jay Springer, followed by Jon Kaji,  
7 followed by Kim Luu-Ng.

8 And I would like to also take this opportunity  
9 before Mr. Springer starts to let you know that you can  
10 still turn in speaker cards. If you need one, raise your  
11 hand. We'll be happy to get it to you.

12 And Mr. Springer, please.

PHA16

13 MR. SPRINGER: Good evening. My name is Jay Springer.  
14 I'm a resident of 1130 South Flower Street, Flower Street  
15 Lofts. I'm also the president of the Flower Street Lofts  
16 Homeowners Association, a community of over 250 residents.  
17 Tonight I'm speaking on behalf of myself personally. I've  
18 also been employed in Downtown Los Angeles, I'm afraid to  
19 say, for over 30 years now.

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20 First of all, I'd like to offer my hearty  
21 congratulations to MTA and the staff. You've really put  
22 together a very nice set of alternatives. You really  
23 deserve the community's thanks for that effort. Thank you  
24 very much.

25

And I'm really pleased to see your fully

PHA16  
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1 underground alternative now shows the location of the  
2 Little Tokyo station. I appreciate that. We can all  
3 understand the plan now.

4 I'm speaking tonight to support the fully  
5 underground alternative. This is an appropriate  
6 investment, not only for this area, but for the entire  
7 downtown community and for the entire metropolitan  
8 Los Angeles area. Please build the fully underground  
9 alternative.

10 Thank you.

11 MS. KERMAN: Thank you, Mr. Springer.

12 I would also like to mention that we're live  
13 streaming this meeting, and I've been advised that we have  
14 several people watching online, so welcome to all of you.

15 And with that, Jon Kaji, you're up next, followed  
16 by Kim-Luu Ng, followed by Jayson Yamaguchi.

17 MR. KAJI: Thank you. My name is Jon Kaji. I'm with  
18 the Nikkei Center, LLC Project.

19 First of all, as many have said before me, I'm  
20 very appreciative to the MTA staff for spearheading this  
21 effort, and also, I thank you for all of you who represent  
22 working with your communities, your constituents. I  
23 really think that this is a wonderful -- it's been a  
24 wonderful process.

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PHA17

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It hasn't been easy, and yet I think now that

1 we're here together moving forward to the Metro Board  
 2 meeting, I think that this is a great time to kind of look  
 3 around the room, look at all who are represented here  
 4 because to me, this has really been a remarkable and  
 5 inclusive process.

6 I did want to speak about the next steps. I know  
 7 that we're moving towards the Metro Board meeting, but  
 8 we're entering into a very highly competitive phase in  
 9 Washington. As you know, other communities, other cities,  
 10 other states are competing for a limited number of  
 11 transportation dollars, and I think Downtown L.A., and I  
 12 think Los Angeles and the region has often been short  
 13 shrifted, that we haven't received our fair share of those  
 14 tax dollars, which we have been paying to Washington.

15 I think the regional connector is a wonderful way  
 16 to show that we are getting a return on those tax dollars,  
 17 and in a way that will enhance the economic viability,  
 18 not only of downtown, but of Los Angeles and the region.

19 So my hats are off to the staff and all of you  
 20 for your commitment to make this a wonderful process and  
 21 also the end result. We're looking forward to seeing it  
 22 delivered in a timely manner.

23 Thank you.

24 MS. KERMAN: Thank you, Jon.

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Kim. Kim, please, if you could pronounce your

1 name better than I can. Kim is representing The Spice  
2 Table, followed by Jayson Yamaguchi, followed by  
3 Alan Nishio.

4 MS. LUU-NG: Good evening. My name is Kim Luu-Ng, and  
5 my husband and I, Chef Brian Ng, are owners of The Spice  
6 Table, which you can see if you look out this window.  
7 We're located at 115 South Central, the old Cuban  
8 restaurant across the street over here, and we hope to  
9 open in November.

10 That said, I understand that there are a lot  
11 of people here, as well as Metro, who support the fully  
12 underground option, and it's extremely critical for our  
13 long-term existence in Little Tokyo that if you are to  
14 fully pursue the fully underground option, that you go  
15 with the option that does not displace our restaurant.

16 There are two scenarios. One is where our  
17 building and other businesses on this block across the  
18 street here will be wiped out to make room for a staging  
19 area for MTA. The second is that it is not touched. It  
20 is not displaced at all. In order to preserve our  
21 business, which is about to open its doors in less than a  
22 month, in about a month, go with the option that preserves  
23 our restaurant.

24 Number two. I greatly encourage the MTA to

PHA18

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25 seriously consider viable and fair business compensation

PHA18  
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1 mitigation measures for Little Tokyo businesses. The  
2 construction will be loud, extremely disruptive to the  
3 area. Access points to Little Tokyo are going to be cut  
4 off, people are not going to be able to eat at our  
5 restaurant and shop at stores.

6 So therefore, we need some kind of compensation  
7 measure that is fair and viable. If you're going to spend  
8 billions of dollars to invest in construction, then you  
9 should also invest in small business, and we should not be  
10 forced to die at the expense of construction.

11 Thank you.

12 MS. KERMAN: Thank you, Kim, and if you have  
13 additional comments, please put them in writing to us.

14 Jayson Yamaguchi, representing GetFit  
15 Little Tokyo, followed by Alan Nishio, followed by  
16 Hiroshi Yamauchi.

17 MR. YAMAGUCHI: Good evening. My name is  
18 Jayson Yamaguchi. I am a resident of Little Tokyo, and  
19 I'm supporting the fully underground alternative, but  
20 recently I heard that when the Red Line that goes  
21 underneath in the tunnel, during the construction, the  
22 smaller portion of the Kaiser Hospital sunk. That's what  
23 I heard.

24 So if that is the case, it's a big concern for me

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PHA19

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25 because that subway is going under 2nd Street, so if we

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1 have any park for the residents or merchants or business  
2 people from outside Flower Street, if you can give us  
3 that, that would help Little Tokyo.

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4 Thank you.

5 MS. KERMAN: Thank you, Jayson.

6 Alan Nishio, followed by Hiroshi Yamauchi,  
7 followed by Brian Kito.

PHA20

8 MR. NISHIO: Hi. I'm Alan Nishio, and I'm the  
9 company chair for California Japanese American Community  
10 Leadership Council. We're a statewide organization of  
11 Japanese American community organization centers that are  
12 dedicated to the preservation of the three remaining  
13 Japantowns in San Francisco, San Jose and Los Angeles.

14 Prior to World War II, there were over 70  
15 Japantowns in California alone and well over 100 in the  
16 nation. Now there are only three remaining in the nation  
17 and all three are in California, so the location of the  
18 regional connector to Little Tokyo is very important to  
19 our community, so we're very concerned.

20 While we support the Metro Regional Connector  
21 fully underground, we need to understand that we're  
22 making, as a community, great sacrifices for this station  
23 to occur, and we want to make sure that the construction  
24 of this does not jeopardize the future and threaten

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25 Little Tokyo as a community.

PHA20  
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1           We believe Metro staff has heard that we support  
 2 the fully underground, but we want to emphasize other  
 3 things because what is really key to Little Tokyo is  
 4 small business, the small family-owned businesses, the  
 5 non-big-box franchise types of things are what makes  
 6 Little Tokyo such a unique community.

7           So we want to make sure that during the  
 8 construction, the concerns of small businesses are heard  
 9 and that includes where the tunnel boring begins because  
 10 we do not want four years of disruption for the small  
 11 business in Little Tokyo, and it also means some sort  
 12 of compensation for those businesses to ensure that the  
 13 character of Little Tokyo survives well into the  
 14 21st Century.

15           Thank you.

16           MS. KERMAN: Thank you, Alan.

17           Hiroshi Yamauchi, followed by Brian Kito,  
 18 followed by John Kerr.

19           And this is also a good opportunity to let you  
 20 know that if you would still like to speak tonight, raise  
 21 your hand. We'll get you a speaker card, and we'll be  
 22 delighted to hear your thoughts.

23           MR. YAMAUCHI: My name is Hiroshi Yamauchi, owner of  
 24 a Japanese restaurant in Little Tokyo on 2nd Street --

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PHA21

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PHA21

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25 I think I need an interpreter. Is that okay?

PHA21

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1 MS. KERMAN: Hiroshi, we would like to give you an  
2 interpreter, if you would like one.

3 MR. YAMAUCHI: Yes, yes. I'm Hiroshi Yamauchi. I  
4 have a small restaurant on 2nd Street between Central  
5 and San Pedro, right in the middle of Little Tokyo on  
6 2nd Street. What everybody is saying, I support the fully  
7 underground option, but I have a little question about  
8 that.

9 It seems to me that you guys are going to use a  
10 cut-and-cover method, that's a construction method, but if  
11 you do this, our business cannot last for four years.  
12 Please, everybody, reconsider your support because for  
13 people who don't live here, this sounds like a great idea,  
14 but for us who live here, it is a very serious matter, so  
15 please reconsider because it is going to threaten our  
16 lives. 400 businesses here in Little Tokyo and 2000  
17 residents and people who work for the businesses included.  
18 The population will become ten times as many.

19 But the plan sounds great, but in reality, the  
20 whole Little Tokyo will become the construction site for  
21 four long years. It is very serious for us.

22 Thank you.

23 MS. KERMAN: Thank you, Hiroshi.

24 Brian Kito, followed by John Kerr.

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And then if there are any others that would like

1 to speak tonight, please raise your hand. We'll get you  
2 a comment card.

3 MR. KITO: My name is Brian Kito. I own Fugetsu-Do  
4 Confectionery, which is a three-generation old business.  
5 It's the oldest business here in Little Tokyo, 107 years.

6 When I first heard about the alternatives for us  
7 to have a Metro Rail line coming down to Little Tokyo, I  
8 was very happy. I think the first vote was between  
9 Temple Street connector or 2nd Street or even 3rd or  
10 4th Street connector. Obviously, I voted for  
11 Temple Street, so I was very disappointed that that was  
12 taken off the possibilities.

13 We have a long history here. I lived through the  
14 redevelopment through the '80s here. My dad had two stores  
15 here at that time, so we've experienced eminent domain and  
16 losing one of our stores, the first American-style bakery  
17 here in Little Tokyo, so I'm very aware of what the small  
18 businesses have to go through during construction and  
19 redevelopment and these types of issues.

20 I do know what it feels like to have to deal  
21 with government agencies like CRA, try to get relocation  
22 benefits and things like that. I beg you guys to make  
23 sure that whatever we can do about saving this block,  
24 the one that's down by 2nd, Central and Alameda. I don't

PHA22

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25 want to see that block be lost. If there's any other

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1 alternative that would save that block, I would vote for  
2 it for sure.

3 Thank you.

4 MS. KERMAN: Thank you very much.

5 John Kerr, followed by Les Howard.

6 MR. KERR: Good evening. I live in the Wilshire  
7 Center neighborhood.

8 MS. KERMAN: John, if you could introduce yourself  
9 again.

10 Thank you.

11 MR. KERR: Hi. My name is John Kerr, and I live in  
12 the Wilshire Center neighborhood, but I frequent downtown  
13 a lot, one of my favorite neighborhoods, and Little Tokyo  
14 is a large part of it, so I also urge Metro to do  
15 everything they can to make sure that the businesses and  
16 the wonderful pedestrian atmosphere that Little Tokyo  
17 provides, keep intact during all of the construction.

18 Secondly, I want to voice my support for the  
19 fully underground option. It will truly keep L.A.'s rapid  
20 transit rapid. And along those lines, I just want to  
21 voice a little concern for the eventual through running of  
22 the trains to Pasadena into Long Beach, East L.A. to  
23 Santa Monica.

24 A 50-mile light-rail transit line is pretty much

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25 unheared of in this area of the United States, and the

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1 travel times between those two destinations, especially  
2 one that extends beyond Azusa further on into the  
3 foothills, it seems like the line might be almost too  
4 long.

5 So I hope there are thoughts for other through  
6 running options such as East L.A. to Long Beach and  
7 Pasadena to Santa Monica before accomplishing this for  
8 those of us who look forward to this project being  
9 completed.

10 Thank you.

11 MS. KERMAN: Thank you, John.

12 Les Howard.

13 I'd also like to use this opportunity while Les  
14 is coming to the mic to invite anyone else who would like  
15 to speak tonight to fill out a speaker card.

16 MR. HOWARD: I'm a member of the Gold Line --

17 MS. KERMAN: Les, if you could introduce yourself,  
18 please.

19 MR. HOWARD: Les Howard from Whittier and member of  
20 the advocacy group for the Washington Boulevard alignment  
21 for the extension of the Gold Line. I am excited as a  
22 potential stakeholder, if I live long enough, of what this  
23 project here does as a multiplier for the investment being  
24 made across the metropolitan area as we go forward with

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PHA24

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25 MTA extension.

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1 I deeply appreciate the sacrifices the people in  
2 this neighborhood will be called upon to make and support  
3 any effective form of mitigation that can be provided, but  
4 your neighbors even further afield, as we look forward to  
5 this, join you in looking forward to the benefit.

6 Tonight, I had to drive to Atlantic to take the  
7 Gold Line to Little Tokyo. Soon, I hope many of us will  
8 be able to come to Little Tokyo directly.

9 MS. KERMAN: Thank you, Les.

10 Do I have any additional speaker cards? We will  
11 leave this mic open until 8:00, and if you do want to  
12 speak, please provide me a speaker card, raise your hand.  
13 We'd be delighted to get you one.

14 In the meantime, let me also remind you that if  
15 you could please make sure that you have signed in  
16 tonight, we want to make sure that we have current contact  
17 information for all of you so that we can keep you  
18 up-to-date on the process and progress of the study.

19 You can also complete a comment form at the  
20 registration desk or again, you may E-mail us or mail us  
21 by postal mail, all of the various ways that you can  
22 comment on this project or the EIS/EIR through  
23 October 18th are up on the screen.

24 We encourage you to stay informed on this

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25 process, and we do have a Web site at

1 metro.net/regionalconnector -- metro.net/regionalconnector.

2 Do I hear any other comments? Well, for those  
3 that would like to -- Diego, please.

4 MR. CARDOSO: I just want to thank the community that  
5 came tonight to this meeting. We did a lot of work with  
6 the community, and I also want to thank Dolores and the  
7 new baby that is coming for Dolores.

8 We are a city that is transforming and will  
9 continue to transform, and as we build transit, we're  
10 building a more livable community, and the people that  
11 will enjoy it more so than us are the young people that  
12 are ahead of us in the future.

13 So I really thank the community, thank all of the  
14 technical people that helped us, Ray and everybody. If I  
15 start calling names, I will forget. And our engineer in  
16 the back, thank you so much for coming tonight and any  
17 speakers please come up. And Ginny, thank you.

18 MS. KERMAN: No more speaker cards. Okay.

19 Again, we're taking comments until 8:00, but I  
20 will remind you that there's a very, very important board  
21 meeting to put on your calendar. That is when the  
22 Metro Board of Directors will choose a locally preferred  
23 alternative. That is October 28th. And prior to that  
24 board meeting, we plan to go to Metro Committee, the

25 Measure R Committee, on October 21st. That's a 9:00

1 meeting.

2           If you've provided your E-mail address on the  
3 registration form or if we have you in our database,  
4 we will make sure that we notify you of that meeting.

5           And on behalf of all the Metro staff and the  
6 project team, that includes our consultants, The Robert  
7 Group, CDM, the entire team Ted Tanaka (phonetic), PD, we  
8 do thank you for joining us this evening, for being part  
9 of our process, for participating, and please get us your  
10 comments, continue to let us know how you feel about this  
11 project.

12           And again, we thank you so much, so good night.

13           (Hearing adjourned at 7:48 p.m.)

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## PHA1

### Responses to Comments from Fishel, Alan

#### Response to Comment PHA1-1

Comment acknowledged.

#### Response to Comment PHA1-2

Metro has refined the Locally Preferred Alternative since publication of the Draft EIS/EIR to soften the alignment curves in the Little Tokyo area, thereby allowing higher train speeds. Metro appreciates the submission of the map, and addresses it in responses to Comment Letter PC111.

## PHA2

### Responses to Comments from Japanese Chamber of Commerce, Okamoto, Mike

#### Response to Comment PHA2-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHA2-2

Intersection impacts were analyzed in Chapter 3, Transportation Impacts and Mitigation, of the Draft EIS/EIR and this Final EIS/EIR. The Draft EIS/EIR and this Final EIS/EIR determined that during the AM peak hour 18 intersections and during the PM peak hour 26 intersections would experience significant adverse impacts under the At-Grade LRT Alternative, and three intersections during the AM peak hour and only seven intersections during the PM peak hour would experience significant adverse impacts under the Underground Emphasis LRT Alternative.

#### Response to Comment PHA2-3

Comment acknowledged. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which would result in a regional decrease in greenhouse gas emissions compared to the No Build Alternative.

## PHA3

### Responses to Comments from Little Tokyo Business Association and Little Tokyo Business Improvement District, Liu, Wilson

#### Response to Comment PHA3-1

Comment acknowledged. Letters, submitted by the Little Tokyo Business Association and Little Tokyo Business Improvement District, referenced in this comment are contained in this volume of the Final EIS/EIR as Comment Letters BU18 through BU20. Please refer to Responses to Comments BU18-1 through BU20-8, above, for detailed responses to concerns raised in these comment letters.

## PHA4

### Responses to Comments from Kay, Greg

#### Response to Comment PHA4-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHA4-2

Preference for a station between Los Angeles and San Pedro Streets is noted.

## PHA5

### Responses to Comments from Adelman, Charles

#### Response to Comment PHA5-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHA5-2

Fully Underground LRT Alternative – Little Tokyo Variation 2 was eliminated from further study due to potential impacts to the Los Angeles Homba Hongwanji Temple. A rail simulation was performed to ensure that the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be able to accommodate the Regional Connector’s projected 2.5 minute headway. Metro would use measures such as trackside signals, cab signaling, and automatic train control systems to ensure safety. Safety systems would be included to prevent train operators from passing red signals.

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**PHA6****Responses to Comments from Havens, Alan****Response to Comment PHA6-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHA6-2**

Comment noted.

**Response to Comment PHA6-3**

Union Station and Metro Blue Line service to Watts would be maintained. The Fully Underground LRT Alternative was designated as the Locally Preferred Alternative in part to avoid the impacts of surface tracks in the dense downtown area. The Locally Preferred Alternative includes a new underground pocket track north of 7<sup>th</sup> Street/Metro Center Station. The surface tracks connecting the Pasadena and East Los Angeles branches of the Metro Gold Line would no longer be in service once the Regional Connector opens, and may ultimately be removed. The majority of transit passengers riding the Metro Gold Line from East Los Angeles are destined for downtown Los Angeles and points westward. These passengers would benefit from seamless travel to westside destinations. Transit riders traveling from East Los Angeles to Pasadena (and in the future to Montclair) would be required to transfer at the new underground station in Little Tokyo. The Eastside Extension Phase 2 project would extend the Metro Gold Line farther east, and would have direct trains into the Regional Connector. The Regional Connector ridership forecasting assumes that the Eastside Extension Phase 2 will be in operation by the year 2035, and results show that the Regional Connector would have adequate capacity to accommodate the projected volumes of transferring passengers.

## PHA7

### Responses to Comments from Zablen, Nathan

#### Response to Comment PHA7-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHA7-2

Comment acknowledged. Metro has included the Little Tokyo community in meetings involving station planning and Metro will continue to coordinate with the Little Tokyo community during the course of the project.

#### Response to Comment PHA7-3

Comment acknowledged. Thank you for your comment.

## PHA8

### Responses to Comments from Briones, William

#### Response to Comment PHA8-1

Comment acknowledged. Construction of the Locally Preferred Alternative would not require temporary easement, partial, or full taking of the Los Angeles Homba Hongwanji Temple property.

#### Response to Comment PHA8-2

Thank you for your comment. Support for an underground LRT is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHA9

## Responses to Comments from Little Tokyo Community Council, Watanabe, Bill

**Response to Comment PHA9-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHA9-2**

Comment acknowledged. As indicated in Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, a range of durations, 2-4 months for the TBM insertion site and 24-48 months for the 2<sup>nd</sup> Street TBM tunnel, was assumed for tunneling activities at both insertion site options. These ranges are conservative estimates. Disproportionate impacts associated with each alternative were discussed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR.

The small size of the 2<sup>nd</sup>/Hope Street station site would require a substantial portion of construction staging activities to occur in the surrounding streets, necessitating longer downtown street closures and increased cut and cover activities. This would have the effect of reducing mobility downtown and could deter visitors from frequenting many downtown communities, including Little Tokyo. In addition, the 1<sup>st</sup>/Central Avenue station site in Little Tokyo would need to be used as the TBM receiving site if the tunnel boring machines are inserted at the 2<sup>nd</sup>/Hope Street station site.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site options at 2<sup>nd</sup>/Central Avenue station and the 2<sup>nd</sup>/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1<sup>st</sup> and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. The TBM would be inserted approximately 700 feet from the originally proposed 2<sup>nd</sup>/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4<sup>th</sup> Street, instead of ending at the proposed 2<sup>nd</sup>/Hope Street station. Spoils would be removed within the Mangrove property, and trucks would be routed to the east and/or north to reach the freeway, and would not pass through Little Tokyo. Section 4.18, Construction Impacts, of this Final EIS/EIR contains further detail regarding estimated construction durations, construction scenarios, and tunnel boring operations at the Mangrove property. Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR have been revised based on the new TBM insertion site in this Final EIS/EIR. A portion of the Mangrove property was identified for construction staging in the Draft EIS/EIR. Inserting the TBM at the Mangrove property would not result in new significant impacts or substantially increase the severity of impacts previously identified in the Draft EIS/EIR.

Worksite Traffic Control Plans will be developed in coordination with the Los Angeles Department of Transportation and presented to the community prior to construction activities.

Metro will provide the community with updates regarding the construction schedule prior to and during construction.

The tunnel boring machine insertion site needs to be located at the end of the tunneled segment of the alignment. The former state office building site is located near the middle of the tunneled segment, and would therefore not be practicable, and would not greatly reduce construction impacts in Little Tokyo or at 2<sup>nd</sup> and Hope.

#### Response to Comment PHA9-3

Metro will continue to coordinate with the Little Tokyo community during the course of the project. During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included meetings with the Little Tokyo Working Group, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Community input during these meetings has been taken into account in the refinement of the Locally Preferred Alternative and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8), which are presented in this Final EIS/EIR. A community outreach plan will also be developed to notify local communities of construction schedules, street lane and sidewalk closures, and detours during project construction.

In accordance with the State CEQA Guidelines, the Metro Board of Directors will decide whether or how to approve or carry out the project after considering this Final EIS/EIR and in conjunction with making findings under Section 15091 of the State CEQA Guidelines.

Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to local businesses.

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**PHA10****Responses to Comments from Kawaratani, Yukio****Response to Comment PHA10-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHA10-2**

Concurrence with the Draft EIS/EIR conclusion is noted.

**Response to Comment PHA10-3**

Mitigation measures were identified in Section 4.14, Economic and Fiscal Impacts, of the Draft EIS/EIR to reduce economic impacts associated with construction of the Locally Preferred Alternative to the Little Tokyo community. Since publication of the Draft EIS/EIR, refinements to the Locally Preferred Alternative have reduced the significance of potentially adverse economic and fiscal impacts during construction in Little Tokyo, refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR. The refinements reduce the amount of cut and cover, the need for roadway and sidewalk closures, property acquisitions, and overall disruption to businesses that would occur during construction. The refinements to the Locally Preferred Alternative have also reduced the number of privately-owned parcels that would be completely or partially acquired. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. The Locally Preferred Alternative would not have significant economic effects after implementation of mitigation. Refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR.

**Response to Comment PHA10-4**

The Draft EIS/EIR and this Final EIS/EIR adequately analyzed impacts to Little Tokyo as a result of the Underground Emphasis LRT Alternative in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. Please refer to Responses to Comments PHA10-5 through PHA10-9, below, for detailed responses regarding concerns raised by the commenter.

**Response to Comment PHA10-5**

The Locally Preferred Alternative would not include an Alameda Street underpass. The traffic lanes and pedestrian crossings at 1<sup>st</sup> and Alameda Streets would remain at-grade, as they are today.

**Response to Comment PHA10-6**

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## Response to Comment PHA10-7

This impact was discussed in Section 4.17.3.4.2 of the Draft EIS/EIR.

## Response to Comment PHA10-8

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## Response to Comment PHA10-9

It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHA11

### Responses to Comments from Historic Downtown Business Improvement District of the L.A. City Chapter, Brown, Russ

#### Response to Comment PHA11-1

Thank you for your comment.

#### Response to Comment PHA11-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHA11-3

Support for the 2<sup>nd</sup>/Broadway station is noted. The Locally Preferred Alternative includes a station at 2<sup>nd</sup> and Broadway.

#### Response to Comment PHA11-4

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

#### Response to Comment PHA11-5

Thank you for your comment.

## PHA12

## Responses to Comments from Covarrubias, Joel

**Response to Comment PHA12-1**

Thank you for your comment. Support for the Regional Connector project is noted.

**Response to Comment PHA12-2**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHA12-3**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHA12-4**

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHA12-5**

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

**Response to Comment PHA12-6**

The Locally Preferred Alternative includes double track beneath Flower Street, and a pocket track for the storage or reversal of trains. Metro performed a rail simulation as part of the Draft EIS/EIR process, which verified that the Fully Underground LRT Alternative would be able to accommodate the anticipated volume of trains.

## Response to Comment PHA12-7

The number of entrances at each station is based on ridership levels as well as community needs. Metro will integrate the station entrances into the surrounding neighborhoods through design.

## PHA13

### Responses to Comments from Downtown Los Angeles Neighborhood Council, Berman, Patti

#### Response to Comment PHA13-1

Thank you for your comment. Metro has and will continue to coordinate with the Little Tokyo community regarding the Regional Connector Transit Corridor project. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHA14

### Responses to Comments from Electric Railway Historical Association, Frevele, Dave

#### Response to Comment PHA14-1

Thank you for your comment. Support for the Regional Connector project is noted.

#### Response to Comment PHA14-2

Thank you for your comment.

#### Response to Comment PHA14-3

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHA15

## Responses to Comments from Westwater, Brady

**Response to Comment PHA15-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Please refer to Responses to Comments PHA15-2 through PHA15-4, below, for detailed responses regarding concerns raised by the commenter.

**Response to Comment PHA15-2**

Metro will work with the community to determine re-use of construction staging areas after construction is completed. In doing so, Metro hopes to create destinations compatible with transit use. Suggestions for improvement of the Bunker Hill area are noted. Roadway reconfiguration in the vicinity of the 2<sup>nd</sup>/Hope Street station would occur as part of the Regional Connector project. Based on the refinements to the Locally Preferred Alternative, only the northern portion of the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street would need to be acquired as part of the Locally Preferred Alternative for the 1<sup>st</sup>/Central Avenue station site. The Señor Fish, Weiland Brewery, associated parking, and the former Café Cuba (The Spice Table) would still need to be displaced. However, the remaining businesses on that block would remain, including the Office Depot and associated parking. It is Metro's goals to minimize such acquisitions. Metro added the Fully Underground LRT Alternative during the Draft EIS/EIR process in response to community input.

**Response to Comment PHA15-3**

Unlike the Underground Emphasis LRT Alternative, the Locally Preferred Alternative does not include a portal on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street. However, some brick structures on that block (Weiland Brewery, Señor Fish, associated parking, and Café Cuba [The Spice Table]) would still need to be displaced to make room for a new underground station. The remaining businesses on that block would remain, including the Office Depot and associated parking. A portion of the land acquired for the station would be available for development after construction is completed.

**Response to Comment PHA15-4**

Comment acknowledged.

## PHA16

### Responses to Comments from Springer, Jay

#### Response to Comment PHA16-1

Thank you for your comment.

#### Response to Comment PHA16-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHA17

### Responses to Comments from Nikkei Center, LLC Project, Kaji, Jon

#### Response to Comment PHA17-1

Thank you for your comment.

## PHA18

## Responses to Comments from The Spice Table, Luu-Ng, Kim

**Response to Comment PHA18-1**

No feasible options are available for the Fully Underground LRT Alternative that would avoid displacement of The Spice Table restaurant at 115 South Central Avenue. Metro has refined the Locally Preferred Alternative alignment to minimize acquisition on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street, but The Spice Table would still be among the businesses that must be displaced. As indicated in Section 4.2.1 of the Draft EIS/EIR and this Final EIS/EIR, compensation and relocation assistance will be provided to displaced businesses consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

**Response to Comment PHA18-2**

It is Metro's goal to minimize construction impacts to businesses. As indicated in Section 4.7, Noise and Vibration, of the Supplemental EA/Recirculated Draft EIR Sections and this Final EIS/EIR, consistency with the goals of the applicable local ordinances and implementation of Best Management Practices, would ensure that noise levels associated with construction of the Locally Preferred Alternative would not result in a significant adverse impact to sensitive land uses. Although, noise generated during construction of the Locally Preferred Alternative would not result in a significant impact, Metro will implement the construction noise mitigation measures listed in the Mitigation Monitoring and Report Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to further minimize disruption. Metro will also provide assistance to Little Tokyo businesses during construction, which could take the form of in-kind advertising, Metro-sponsored coupons, city-wide advertising that Little Tokyo is open for business during construction, and similar supportive measures. Metro believes that these mitigation measures will help attract potential customers to the neighborhood during construction.

## PHA19

### Responses to Comments from GetFit Little Tokyo, Yamaguchi, Jayson

#### Response to Comment PHA19-1

Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Tunnel boring machine technology has advanced during the time since Metro Red Line construction occurred. Metro recently completed tunneling for the Eastside Extension Phase 1 with no measurable subsidence, and would use similar techniques when building the Regional Connector. Metro recognizes the value of park space for communities, but no parks would be created as part of this transportation project.

## PHA20

## Responses to Comments from California Japanese American Community Leadership Council, Nishio, Alan

## Response to Comment PHA20-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Metro coordinated with the Little Tokyo community to develop an effective mitigation program, the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, acceptable to the community, Metro, and FTA. Metro has and will continue to coordinate with the Little Tokyo community during project construction.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site option at 2<sup>nd</sup>/Central Avenue station is no longer being considered. Instead, the vacant property at the northeast corner of 1<sup>st</sup> and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. At this location, the TBM would be inserted approximately 700 feet from the originally proposed 2<sup>nd</sup>/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street, and result in fewer acquisitions. Please refer to Section 4.18, Construction Impacts, of this Final EIS/EIR for further detail regarding tunnel boring operations at the Mangrove property.

Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative with the goal of supporting businesses throughout the construction phase. This will include targeted marketing efforts and other in-kind assistance. Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1<sup>st</sup> and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction in order to preserve the accessibility of the neighborhood during construction. Metro will minimize street closures, and will maintain access to businesses throughout the construction process.

## PHA21

## Responses to Comments from Koraku Group, Inc., Yamauchi, Hiroshi

**Response to Comment PHA21-1**

Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and for the Locally Preferred Alternative in Table 4.18-1 of this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to minimize the construction impacts of the project. As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2<sup>nd</sup> Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. Cut and cover would be needed at the intersection of 1<sup>st</sup> and Alameda Streets in order to construct the underground junction.

## PHA22

### Responses to Comments from Fugetsu-Do Confectionery, Kito, Brian

#### Response to Comment PHA22-1

Metro has made refinements to the Locally Preferred Alternative in response to community input. The refinements would greatly reduce impacts to businesses. The refined alternative would not involve cut and cover construction on 2<sup>nd</sup> Street, and would minimize acquisitions on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street. The majority of parking spaces and businesses on this block would not need to be acquired.

## PHA23

### Responses to Comments from Kerr, John

#### Response to Comment PHA23-1

Metro recognizes the importance of Little Tokyo and will continue to work with the community to minimize adverse impacts. Mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR are aimed at supporting businesses throughout the construction phase, and minimizing impacts to the pedestrian environment.

#### Response to Comment PHA23-2

Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary. Metro operations staff has determined that operation of the North-South Line from Montclair to Long Beach is feasible.

## PHA24

### Responses to Comments from Gold Line Washington Alignment Advocacy Group, Howard, Les

#### Response to Comment PHA24-1

Thank you for your comment.





1 APPEARANCES:

2

3 METRO PRESENTER: Ann Kerman

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The INTERPRETERS:

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Spanish Interpreter Juan Carlos Morales

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Japanese Interpreter Susie Isaacson

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Korean Interpreter Caroline Kim

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1 everybody to this new facility.

2 MR. FISCHER: Good morning. I welcome you here to this  
3 facility on behalf of Councilwoman Jan Perry who represents  
4 this District. Councilwoman will not be able to be here  
5 this morning. I apologize she's not here, but she wants to  
6 take the opportunity to thank all of you for coming. This  
7 is a long engaging process. It's important that your voice  
8 be heard because it is at this time that most of the  
9 decisions will be made going forward. Actually, some in  
10 the past of how these projects will be built, if it is to  
11 be built.

12 The Councilwoman has been very clear that this is  
13 a controversial project. There are people who are for and  
14 against this. Each of course has their own agenda. She is  
15 taking all of the interests that she would on any project  
16 in her District, and she is interested in hearing from you.

17 The project needs to be understanding in another  
18 context. The project will interrupt the infrastructure of  
19 Downtown, Civic Center, Little Tokyo, Financial District,  
20 for years and that's going to be a problem. Some of this  
21 area will not be accessible to anyone during some of the  
22 construction period. So it's important to see that as a  
23 contextual piece. It will inconvenience bus riders,  
24 motorists, people who use bicycles for transportation,  
25 pedestrians. And this is not to be a tracking project, but

1 it is a piece that has to be understood as we go forward.  
2 She is very interested that Little Tokyo, as one of the  
3 few remains of Japan Town, not be either unnecessarily  
4 inconvenienced nor overly disturbed by this process.

5 She's also interested that the Arts District of  
6 Alameda Street experience also as good a relationship with  
7 this project as it can. She is very interested in the fully  
8 underground alternative to this. Largely because it seems  
9 to be the one that the community supports, at least as far  
10 as the alternatives that are presented.

11 She's also interested in it as the project is  
12 going forward, looks like that particular stop will not as  
13 severely impact the intersection at 1st and Alameda Street.  
14 The community having just undergone an extensive  
15 inconvenience of rerouting the traffic on that street and  
16 having put it back, we've now had almost a years worth of  
17 very fine service from the Gold Line that has been well  
18 received. We don't really want to pull that section apart  
19 and have to redo it again.

20 The last piece that Councilwoman would like to  
21 make known is a small one. 1st Street bridge is closed  
22 westbound, and as it has been closed for several years.  
23 When that project reconstructing the bridge finishes, which  
24 should be hopefully in 2011, that will release full new line  
25 of automobiles to come across the bridge. That will also

1 impact the 1st and Alameda intersection. It will take time  
2 for people to get use to the fact that there will be all  
3 these cars using that intersection, with a whole new set of  
4 pedestrians who are using it as the Gold Line that stops at  
5 1st and Alameda.

6 So Councilwoman wanted me to thank you for your  
7 interests, for your long-term interests, because this is a  
8 long-term process. And hopes to hear what you think about  
9 this project, as she will take it into consideration as she  
10 makes her own decision. Thank you.

11 MS. KERMAN: Thank you Greg, we appreciate you being  
12 here and thank Ms. Perry for her support. I also have a  
13 Korean translator. I'd like you to come up and also mention  
14 that translation is available in Korean. Please come up to  
15 the microphone.

16 Great. So, hopefully, anybody that needs translation  
17 has been connected with. And we will begin the meeting. So  
18 with that, I'd like to go into some of the formal processes  
19 that we are about to undertake because this is a formal  
20 public hearing on the Draft Environmental Documents to the  
21 Regional Connector.

22 We have a legal obligation to make sure that we  
23 hear your comments on the Draft EIS/EIR, and we're here  
24 today to hear from you and want to give everyone a chance to  
25 speak. Because this is a public hearing, we will not be

1 answering your questions or engaging in dialogue on any of  
2 your comments. If you want to comment on the Draft EIS/EIR,  
3 you have several different opportunities to do that. You  
4 can fill out a comment sheet which is available at our front  
5 desk. You can also mail us a letter or E-mail us. And all  
6 public comments must be received by 5:00 o'clock p.m. on  
7 October 18th.

8 Now, as this is a formal NEPA, CEQA process, I now  
9 need to provide you with the following statement. So listen  
10 up everybody. The Regional Connector Transit Corridor  
11 Study's Draft Environmental Impact Statement, Environmental  
12 Impact Report was released on September 3rd, 2010 along with  
13 the Notice of Availability and Notice of intent to hold  
14 public hearings. To comply with the National Environmental  
15 Policy Act, NEPA, and the California Environmental Quality  
16 Act CEQA, Section 15087.

17 The Federal Transit Administration, FTA, and the  
18 Los Angeles Metropolitan Transportation Authority, Metro,  
19 have prepared a draft Environmental Impact Statement and  
20 Environmental Impact Report Document. FTA is the lead  
21 agency for the purposes of NEPA. And METRO is the lead  
22 agency for the purposes of CEQA. And Notice of Availability  
23 and intent to hold public hearing was published in the  
24 Federal Register, State of California Clearinghouse,  
25 Los Angeles Times, La Opinion, and Necan Sun (phonetic)

1 and filed with Los Angeles County Clerk and the California  
2 State Clearinghouse.

3 The notices were published on September 3rd, 2010.  
4 Copies of the Draft Environmental Document are available for  
5 public review between September 3rd and October 18th, and  
6 are located in public libraries across Downtown and across  
7 the Region, and that list is available by visiting our  
8 website or checking with us directly.

9 In addition, electronic copies of the document were  
10 distributed by mail to participating agencies, listed owners  
11 of properties identified in the document, local elected  
12 officials, and additional interested stakeholders. We ran  
13 display ads about the public hearing in OurWeekly, Eastern  
14 Sun, Downtown News, Korea Time, Korea Daily, Blog Downtown,  
15 Japanese Daily, Repetition Co., and the Pacific Civic Center  
16 (phonetic).

17 Copies of the press release about the EIS/EIR was  
18 sent to a distribution of over 50 media organizations. The  
19 Draft EIS/EIR information about the hearings, is posted on  
20 Metro's website. Information about release of the Draft  
21 and the hearings was also printed in brochure forms and  
22 distributed widely on Metro busses and trains, as well as  
23 hand delivered at key locations. In addition, brokers were  
24 sent by U.S. mail to over 65 thousand contacts in the  
25 project study area.

1           The same information was also sent electronically  
2 to a distribution list of 1,725 individuals. All of this  
3 information is included in the Draft EIS/EIR, and all of  
4 this information is available on the website.

5           Affidavits of publication and copies of detailed  
6 mailings are available upon request. And now I would like  
7 to introduce you to our project manager. Her name is  
8 Dolores Roybal Saltarelli. Dolores will be on a short break  
9 soon to deliver another beautiful child into the world.  
10 And with that, I would like to introduce the deputy project  
11 manager Lora Cornejo. In a little while I'll introduce you  
12 to the rest of the project team.

13           With that, Dolores, I would like to bring you up  
14 and have you do your presentation. And after Dolores  
15 concludes, it will be time for you, our community, our  
16 stakeholders, to provide us with public testimony. Thank  
17 you.

18           MS. ROYBAL SALTARELLI: Good afternoon. Thank you very  
19 much for coming out today. The main purpose of this meeting  
20 is to hear your comments, so that we can document them and  
21 respond to them in the final.

22           I'm going to keep my presentation short because we  
23 want, again, to listen to your comments. And thank you very  
24 much for taking the time to come to today's hearing. With  
25 that I'll start the presentation.

1           The Regional Connector is one of the seven projects  
2 that will be implemented by 2035. Purpose of the project is  
3 it will do several things in regards to improving our public  
4 transit and mobility within the Downtown Region, as well as  
5 the rest of the County. Looking at directly connecting the  
6 Metro Blue, Gold, and Expo Line. Improving rail travel time  
7 and reducing transfers by providing a one seat ride between  
8 Azusa and Long Beach and Culver City and East Los Angeles.

9           It will also increase high capacity transit service  
10 for the Downtown as well as the rest of the County. The  
11 need, we're looking at continued growth in the Downtown and  
12 the rest of the County. The transit system will be  
13 expanding and bringing more riders into the area, as well as  
14 looking at the existing multiple transfers that are required  
15 for local and regional trips.

16           As I mentioned earlier, we're connecting our light  
17 rail system through Downtown, connecting the Blue to the  
18 Expo as well as the Gold Line. Providing a one seat ride  
19 to connect the region traveling north, south, east to west.

20           Many of you have seen this development process  
21 before. We initiated this project in 2007 with an  
22 alternative analysis study. We looked at 36 alternatives  
23 in that process. Two were recommended to go forward in the  
24 Draft and we initiated the Drafts in January of 2009. If we  
25 continue with our current schedule, we're looking at having

1 the Regional Connector in operation by 2019.

2           When we initiated this project in '07, we did not  
3 have any funding with the passes of Measure R. In November  
4 of 2008, this project was allocated a small fund in the  
5 Measure R Project Plan. We continued with the Draft. We  
6 then worked extensively with the various stakeholders.

7           We initiated a working group with the Little Tokyo  
8 folks, with their hard work and dedication, we were able to  
9 develop a third build alternative that you will see included  
10 in the Draft Environmental Document. The Board approved  
11 that in February. And we're looking -- we were able to meet  
12 our deadline of releasing the Draft in September.

13           Many of you have the Draft Environmental Document,  
14 we are looking at five alternatives. The no build, the  
15 transportation systems management. And three build  
16 alternatives. The at grade, the underground emphasizes  
17 alternative, and the fully underground. The no build is  
18 what you are looking at without the project being in place.  
19 For our purposes, you are looking at connecting 7th Street  
20 Metro to 1st and Alameda, approximately.

21           With the TSM alternative, we are looking at what  
22 you can do without building permanent infrastructure.  
23 And we are recommending two additional bus routes, one  
24 connecting upper Grand to lower Grand. And the other one  
25 connecting using 2nd and 3rd to close the gap between

1 7th and Metro and 1st and Alameda, Little Tokyo Arts  
2 District Station.

3 The at grade emphases alternative again, meets  
4 the same connection. This time using a light rail system  
5 connecting 7th Street Metro to approximately the existing  
6 Little Tokyo Arts District Station. What is unique about  
7 this alternative is about 47 percent of it, what you see in  
8 purple, is actually underground, because you are connecting  
9 an existing underground station at 7th Street Metro to an  
10 at grade station at Little Tokyo Arts District Station.

11 The underground emphasis alternative again, makes  
12 that same connection in our light rail system opening  
13 approximately two miles and our light rail system from  
14 7th and Metro to 1st and Alameda. This time the alignment  
15 is about 94 percent underground with an at grade connection  
16 at 1st and Alameda.

17 This alternative as well as the at grade  
18 alternative has three stations. One at 5th and Flower,  
19 2nd and Hope, and a station on 2nd Street whether it be at  
20 2nd and Broadway or between Los Angeles and Main.

21 With the fully underground, that's exactly the same  
22 alignment as the underground emphasis alternative, leaving  
23 7th and Metro underneath Flower Street, this time underneath  
24 2nd Street. And instead of being at grade at 1st and  
25 Alameda, you're actually underground. This alignment has

1 four stations. One at 5th and Flower, 2nd and Hope, 2nd and  
2 Broadway, and now 2nd and Central.

3 This would also include two portals in order to  
4 connect to the existing Gold Line that's currently in  
5 operation. One will be between Alameda and Hewitt and one  
6 north of Temple.

7 Again, as I mentioned earlier, this public hearing  
8 is to listen to your comments. You have the opportunity to  
9 present them today verbally or you can send them to me  
10 written, whether it be E-mail or parcel post, etcetera. We  
11 also have a website that we are receiving comments from as  
12 well as an E-mail address.

13 Two important dates that you should be aware of is,  
14 we're going to be presenting this project to our Measure R  
15 Committee on October 21st at 9:00 a.m. And we'll also be  
16 going to the Board for their approval or acceptance of the  
17 Draft as well as it is being locally preferred alternative  
18 at it's meeting on October 28th at 9:30.

19 So with that, we would love to hear your comments.  
20 Thank you.

21 MS. KERMAN: Thank you, Dolores. And now this is your  
22 time and as we quickly set up our timer for comments, let me  
23 tell you how this is going to work. Many of you saw that we  
24 have a speaker card, and that's something that you could  
25 pick up at the registration desk or if you want to speak and

1 have not filled out one, raise your hand right now and we'll  
2 get you a speaker card.

3 I'm calling the people up in the in order that I  
4 received these cards. You'll have two minutes to speak and  
5 you'll be speaking to the microphone that's to your right.  
6 The timer as you see, is up on the screen. If you require  
7 translation, we will extend that to a four-minute period to  
8 allow for translation.

9 Now, as I mentioned that we're here to receive your  
10 comments. And each and every one of your comments will be  
11 addressed in the Final Environmental Document. We have a  
12 court reporter here that's capturing every word that you  
13 say, and you will see the transcript of that document in the  
14 final EIS/EIR.

15 In addition, all of these comments, whether they be  
16 written or verbal, will be addressed in the final EIS/EIR.  
17 So you have an option today of either speaking, and we will  
18 take your oral testimony, or you can put your comments in  
19 writing. If you want to be doubly sure, you can do both.  
20 And all comments will ultimately be communicated to our  
21 Metro board, as well as to the FTA, as they are the final  
22 arbiter of the decisions that come out at the final EIS/EIR.

23 When you're called to the microphone before you  
24 begin your statement, if you could please state your name  
25 clearly, and that would be for the record. And then you

1 will have the two minutes that I mentioned. If you have a  
 2 prepared statement, if perhaps you run out of time, you may  
 3 please give us that prepared statement and we will enter  
 4 that into the document. And in order for your comments to  
 5 be considered, as I mentioned before, October 18th is the  
 6 deadline and I think we have that information up on the  
 7 screen.

8 So at this point we will begin the public testimony  
 9 and I will call up three people at a time, so that you can  
 10 be standing in line ready to go.

11 Our first is Hillary Norton representing F.A.S.T.  
 12 Followed by Roger Grace, followed by Vahn Bohigian.

13 MS. NORTON: Good afternoon, ladies and gentlemen. My  
 14 name is Hillary Norton and I'm the executive director of  
 15 F.A.S.T., Fixing Angelenos Stuck in Traffic. And we are a  
 16 nonprofit coalition of environmental educational business  
 17 and transportation organization, specifically committed to  
 18 short-term solutions to our current traffic crisis.

19 We see the Regional Connector as a very important  
 20 component of that, especially integrating each stop for the  
 21 Regional Connector with mobility hubs, where you can have  
 22 bike share, car share, and transit associated with general  
 23 bus/etc. We adhere to this board to fully underground  
 24 option.

25 However, we also want to make sure that we point

PHB1

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PHB1  
cont'd

1 out that as much as possible to look at the 5th and  
 2 Flower Station, to keep that station which we no has been  
 3 in consideration and possibly in jeopardy, to look at  
 4 alternatives, if you can, to make sure that that area is  
 5 served. To please keep that station, and to look at the  
 6 impact in all stations and in all parts of the construction  
 7 on businesses and on transit itself.

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cont'd

3

8 We hope that as you construct this important  
 9 Regional Connector, you are not going to deter people from  
 10 switching to transit by making things inconvenient, moving  
 11 around. Metro has been wonderful about presenting these  
 12 options and working with the Little Tokyo community about  
 13 going underground rather than the impact to Alameda, and we  
 14 thank you for that. And we thank you for your presentations  
 15 you made to C.C.A. and to other organizations to make sure  
 16 that we are fully informed. Thank you very much.

4

17 MS. KERMAN: Thank you, Hillary. Next, it looks like  
 18 Roger Grace, followed by Vahn Bobigian, followed by  
 19 Jo-ann Grace.

PHB2

20 MR. GRACE: Thank you. My name is Roger Grace and I  
 21 yield my time to Vahn Bobigian and Jo-ann Grace to the  
 22 Honorable Robert Philibosian.

1

23 MS. KERMAN: Did I hear that Robert Philibosian is  
 24 taking your time?

PHB3

25 MR. BOBIGIAN: My name is Vahn Bobigian and I yield

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PHB3  
cont'd

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cont'd

PHB4

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PHB5

1 my time to Robert Philibosian.

2 MS. GRACE: My name is Jo-ann Grace and I yield my  
3 time to Robert Philibosian.

4 MS. KERMAN: Okay. Robert Philibosian.

5 MR. PHILIBOSIAN: Thank you very much. I'm  
6 Robert Philibosian and I represent the Metropolitan News  
7 Enterprise. And the Metropolitan News Enterprise Property  
8 is being recommended for taking for a parking lot and  
9 construction center during the construction of this project.

10 The building is the Wilcox Building at 2nd and  
11 Spring and next to the it the Olender Building (phonetic).  
12 The proposed taking is based on factually unsound  
13 propositions. The major tenant is not as proposed in the  
14 report of restaurant. It is a newspaper company. There  
15 is a small coffee shop there, but the main tenant is a  
16 newspaper company.

17 Metropolitan News Company, Metropolitan News  
18 Enterprise goes back to 1901. Taking of these buildings  
19 owned by Jo-ann and Roger Grace would be ruinous to their  
20 wholly owned business in Metropolitan News Company and thus  
21 impair the continued existence of Metropolitan News  
22 Enterprise and the Metropolitan News Company and seven  
23 other California newspapers.

24 While a report contends there are 40 employees  
25 spread among the five businesses in the building,

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PHB5  
cont'd

1 Metropolitan News Company alone employs 47 persons whose  
2 jobs would be put in jeopardy. This doom and gloom  
3 assessment in contrast to what the report conveys as no  
4 meaningful potential adverse impact, is not the accurate  
5 facts.

6 In particular, it is utterly impractical to try to  
7 move the operation. There's a seven unit printing press in  
8 the basement and to move that press would cost \$300,000.  
9 And it would probably be impossible to new EPA constrictions  
10 and finding another location. The company then would lose  
11 it's competitive advantage of being close to the warehouse  
12 -- or I'm sorry, the courthouse where it processes legal  
13 notices.

14 Most significantly, a move would really cripple the  
15 company's ability to derive the revenues from it's legal  
16 advertising. This is because the moving of the press would  
17 take approximately a week and a newspaper must publish more  
18 often than that. So they would not be able to publish the  
19 newspaper, which would be financially ruinous to the  
20 company. And they would lose what they call a Grandfather  
21 Clause which entitles the company newspaper, the pre 1923  
22 newspaper, to be printed outside the City in which it's  
23 published. The loss of that grandfather status would  
24 greatly diminish the newspaper's fair market value should a  
25 sale ever be contemplated. Further more, the report fails

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1 to take into account the historical character of the  
2 Wilcox Building, which opened in 1996.

3 Now, we will be submitting a more detailed and  
4 lengthy report of all of this, which will fill in the blanks  
5 of some of the things that I am saying. But it is important  
6 to point out that there is no need to buy and destroy a  
7 cultural building and a historical building built in 1896,  
8 to make room for a parking lot in view of the fact that  
9 there are existing parking lots and vacant property in  
10 close proximity.

11 Mr. Bobigian, would you please point out the  
12 subject property with your pointer there. And in very close  
13 proximity there is a federal property at 2nd and Broadway,  
14 would you point that out. That is totally empty and would  
15 serve very adequately, more than adequately in the  
16 Metropolitan News Building for the staging area for this  
17 project. So it would not be necessary to remove or tear  
18 down any current commercially used properties.

19 That property is available. The Federal Government  
20 is not using it, and since this is partially a federally  
21 funded project, it would seem to make sense to use that as  
22 a alternative. There are several other alternatives we will  
23 go through quickly. And again, we will submit that in a  
24 booklet to staff and to the commission. At 2nd and Hill  
25 there's a parking lot -- these are all parking lots,

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cont'd

PHB5  
cont'd

1 either parking lots or parking structures.

2           The next one is 2nd and Spring, and then also in  
3 the background should show the federal building or the  
4 federal property, I'm sorry. The federal property as well.  
5 And the next one is Main and 2nd. You can see these are all  
6 parking lots. And then the next one is 3rd and Main. The  
7 next one is Main between 2nd and 3rd.

8           Then we have 205 Broadway, South Broadway. Then  
9 we have 3rd and Main. And we have 3rd and Hill. 3rd and  
10 Spring, 2nd and Main, and 2nd and Spring.

11           Now, these are all parking lots or parking  
12 structures. They're not historical buildings. They are not  
13 commercial operating business. Yes, the parking lots are  
14 commercial businesses but there's no structures on most of  
15 these lots that would have to be removed. And in terms of  
16 putting people out of work, we're talking about 47 people at  
17 the Metropolitan New Enterprise, as contracts with the  
18 parking lot employees of probably two or three or four at  
19 the very most.

20           So this proposition today is in the report, the  
21 fatal part of this is that the space that would be rentable  
22 in the Metropolitan News building and adjacent building,  
23 Wilcox and Olender building, would cause a reputable injury  
24 to the owners. The spaces there that are rentable, would  
25 not be rentable. No one is going to go into a space that

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PHB5  
cont'd  
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1 they are going to have to vacate because --

2 MS. KERMAN: Thank you. We look forward to receiving  
3 your prepared statement. Thank you.

4 MR. PHILIBOSIAN: Thank you.

5 MS. KERMAN: Next Kenji Suzuki, followed by Alan Havens,  
6 followed by Martin Berg.

PHB6

7 MR. SUZUKI: Thank you. My name is Kenji Suzuki. I  
8 have a restaurant in Little Tokyo, 337 East 1st Street.  
9 We've been there for about 38 years. Little Tokyo is very  
10 rich in history and culture. Most of us have been there. I  
11 was there since I was a little kid running around the  
12 sidewalk. I'm second generation owner. 38 years is a long  
13 time, but I'm a baby compared to the other businesses that  
14 have been around much longer. Some just a few years ago  
15 celebrated its 100th birthday in Little Tokyo.

16 This project, if it goes through, goes right  
17 through the middle of Little Tokyo. Little Tokyo is not  
18 very big. It's only two blocks. You are talking about 1st  
19 and 2nd Street and you are talking about right down the  
20 middle.

21 I'm not against this project, but you do this, and  
22 I think it's been documented, that this type of construction  
23 a lot of people don't survive this type of construction.  
24 You're talking about taking away businesses that have been a  
25 part of Little Tokyo for many, many generations. It's a

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PHB6

cont'd

1 very important part of Little Tokyo. The essence of  
2 Little Tokyo would be taken away.

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cont'd

3 I hope that there will be alternatives rather than  
4 to go right through Little Tokyo. Some of the people that  
5 have actually approved this, and I got the chance to speak  
6 to some of them, they realize that the fully underground,  
7 what that image of fully underground, they were going to dig  
8 a whole in one end, dig under Little Tokyo and you come up  
9 the other end and nothing would happen to Little Tokyo.  
10 And that's not the case.

2

11 It's a cut and cover. It's a major operation.  
12 Little Tokyo will be devastated and a lot of the stores  
13 that's been there for many, many generations, won't be back.  
14 I don't know what's going to happen personally, but I'd like  
15 to see something happen. I don't want to stop this project  
16 but I'd like to see an alternative where you don't have to  
17 go right in the middle of Little Tokyo. So that's my  
18 speech. Thank you very much.

19 MS. KERMAN: Thank you, Mr. Suzuki. Next, Alan Havens  
20 followed by Martin Berg.

PHB7

21 MR. HAVENS: Hi my name is Alan Haven. I strongly  
22 support the main underground option which should not impact  
23 surface drafting at 1st and Alameda. However, I do support  
24 maintaining one or two tracks of the existing line in case,  
25 you know, between now and 2019 enough traffic, people moving

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PHB7  
cont'd

1 from East Boyle Heights area and North Pasadena. I would  
2 continue to want to have this type of movement. That needed  
3 to change trains and route that needing the trains changing  
4 and route if it were. That's the main traffic, this is a  
5 minor a minor thing.

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6 Also I suggest that in case a multipurpose  
7 innovated building moves in North of Alameda -- I'm sorry,  
8 East of Alameda and North of 1st, at least have something up  
9 on the top to allow people to view East towards the Temple,  
10 towards the West towards the Power Tower (phonetic) and so  
11 on and so forth, and get a good view of what Little Tokyo  
12 looks like in all directions. Okay. That is it.

3

13 MS. KERMAN: Thank you, Mr. Haven. Next, Martin Berg,  
14 followed by Bart Reed, followed by Joan Springhetti.

PHB8

15 MR. BERG: Thank you for the opportunity to speak. My  
16 name is Martin Berg. I live in the Huggins Building on  
17 2nd Street, and I want to reiterate the concerns of my  
18 neighbors in Little Tokyo and the Metropolitan News  
19 Enterprise and those buildings.

20 I want to make sure that Metro and the neighborhood  
21 mean the same thing by environmental impact. These impacts  
22 of construction they are proposing are very dramatic in our  
23 neighborhood. And I want to make sure that they are being  
24 addressed and that these concerns that have been addressed  
25 by the Metropolitan News Enterprise and that those buildings

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PHB8  
cont'd

1 are being addressed, and that they're not pushed off to the  
2 side as just the cost of a major construction project.

3 These are serious impacts on our neighborhood. We  
4 have already endured the construction of the LAPD and the  
5 LAPD motor pool parking lot. We don't need another parking  
6 lot in our neighborhood. We need care taken of our great  
7 historic structure and we need Metro to be partners in that,  
8 not fighting it. Thank you.

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9 MS. KERMAN: Thank you very much, Mr. Berg. Bart Reed,  
10 followed by Joan Springhetti, followed by Ellen Miyoshi.

PHB9

11 MR. REED: I'm Bart Reed, executive director of the  
12 transit coalition in Southern California based on profit  
13 dealing with transportation ethicacy. We fully support the  
14 underground option.

1

15 We saw the map when you came in and saw the future  
16 network of the light rail to Santa Monica, existing to  
17 Long Beach out to Azusa, and further east and into  
18 East Los Angeles, and further east towards Woodier. You  
19 have a network, and when you diminish one station out of  
20 the four, you diminish the network. Since the network  
21 connects 54 miles from Santa Monica to Azusa to the County  
22 Line. It connects Long Beach to the north.

2

23 So the important thing is to maintain the network.  
24 The moment you take away a station such as you 5th and  
25 Flower, you just diminish the connection activity to

PHB9  
cont'd

1 Downtown, and people that may or may not make the decision  
 2 of taking light rail would perhaps not take it because the  
 3 station isn't there. So we fully support the findings and  
 4 funds if we move to perhaps a 60 percent alternative on  
 5 federal match instead of 50. Use Prop A and Prop C funds to  
 6 make this work. But come together with the money to build a  
 7 full project.

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8 This is 150-year long project that will remain as  
 9 part of the fabric for multiple generations of the community  
 10 and to get sense of functioning. It's important that we do  
 11 it the right way. We don't have a chance later on to put in  
 12 a missing station. For those who don't know, between  
 13 Westlake and Downtown Los Angeles, we skip the station of a  
 14 Red Line and that community is suffered as a result of no  
 15 station. So we don't need to repeat some of the mistakes in  
 16 the pass by skipping stations. And again, fully endorse the  
 17 underground alternative. Thank you.

4

5

18 MS. KERMAN: Thank you, Bart. Next, Joan Springhetti  
 19 followed by Ellen Miyoshi, followed by Hiroshi Yamauchi.

PHB10

20 MS. SPRINGHETTI: Hello, I'm Joan Springhetti. I'm a  
 21 residence of the Higgins Building, which is at the corner of  
 22 2nd and Main. I fully support the underground no build --  
 23 fully underground no build -- I'm sorry. The fully  
 24 underground alternative. If not that, no build. I think  
 25 the fully underground is the only one that respects the

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PHB10  
cont'd

1 community and its safety. If indeed that is approved, I  
2 think it's critical how it is actually implemented and that  
3 speaks to the concerns that have been addressed here today  
4 by the Graces, and it's addressed to the Wilcox Building.

2

5 Those same issues would be shared -- the impact  
6 issues are shared by the residence and commercial businesses  
7 in the Higgins Building. And I'm sure all through Little  
8 Tokyo and elsewhere, for this to be a successful project,  
9 it's really critical that businesses and residences that  
10 have established and taken route Downtown, we all know how  
11 difficult that process has been to take hold and stay hold,  
12 that those interests must be respected and honored in the  
13 process. Thank you.

3

14 MS. KERMAN: Thank you, Joan Springhetti. And  
15 Ellen Miyoshi, followed by Hiroshi Yamauchi. And Hiroshi,  
16 if you can come down with your interpreter.

PHB11

17 MS. MIYOSHI: Hi, my name is Ellen Miyoshi. This is on  
18 a more smaller personal notice. My husband and I are recent  
19 renters at the Higgins. We have seriously been considering  
20 buying into the building, and above ground option building  
21 the Metro through 2nd Street would completely cancel that.

1

22 You know, we moved into the building because of the  
23 neighborhood, because of the history, and also for me the  
24 convenience of commuting up 2nd Street through the 2nd  
25 Street, to Glendale to Glendale Avenue to my job in Pasadena

PHB11  
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1 City College. I don't take the 110 because I want to get  
2 to work on time. So anyway and so just to say that as new  
3 residences down here, we seriously support the total  
4 underground option.

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5 MS. KERMAN: Thank you, Ellen and welcome to the  
6 neighborhood. Hiroshi Yamauchi, followed by Arnold Sacks.  
7 And while Hiroshi is coming up to the microphone, I want to  
8 remind everybody that there's still plenty of time to fill  
9 out a speaker card. We'll be delighted to take a speaker  
10 card from you if you don't have one. Raise your hand, we'll  
11 get you one.

PHB12

12 MR. YAMAUCHI: Yes, hi. Good afternoon, everybody. My  
13 name is Hiroshi. I am a business owner on the 2nd Street  
14 between Central and L.A. Street, but I can speak English  
15 only a little, really like this. Now, I ask Ms. Susie to  
16 transcribe it to English.

17 From what I heard so far, everyone has mentioned  
18 fully underground is the way to go. From what I heard that  
19 everyone seems to have said, fully going underground is the  
20 way to go. That's what I thought I heard everyone said here  
21 on the stage. But the truth is, this construction, I  
22 understand, is going to take a four-year, and then during the  
23 construction, it's going to be a whole mess, the construction  
24 all over. Everything is clean and it appears to be very nice  
25 and all that if it is fully underground.

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PHB12  
cont'd

1           Okay. Now, I heard it is going to take four years  
 2 construction. Now, this is something that I found out just  
 3 recently and, then, how are they going to do this construction  
 4 with what they call cut and cover? In other words, a little  
 5 bit cut and cover. Now, if that is the way to move forward.  
 6 Then a 2nd Street is going to be closed, and I think possibly  
 7 the 1st Street is going to be closed, also, during the  
 8 construction.

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9           MS. KERMAN: Hiroshi, if you could give the translation  
 10 now to your interpreter and we'll conclude your time.

11           MR. YAMAUCHI: Okay. Now, earlier, someone representing  
 12 from Metropolitan News said Little Tokyo's entire business  
 13 is going to be wiped out and the 400 businesses in there and,  
 14 also, including the residence, and altogether 2,000 people,  
 15 plus their family members. So when you have 2,000 people  
 16 times 10 times -- total 2,000 people is going to be  
 17 impacted.

2

18           I am so fearful that all of us have no place to go.  
 19 And so I am very worried and concerned, just the same as  
 20 someone from Metropolitan Newspaper said.

21           MS. KERMAN: Thank you very much.

22           MR. YAMAUCHI: One more.

23           MS. KERMAN: I'm going to give you one more because we  
 24 did have some technical difficulty.

25           MR. YAMAUCHI: So please try to think about -- try to

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PHB12

cont'd

1 think about the Red Line to use the Red Line, Gold Line,  
 2 Red Line, the Blue Line, I think it's possible. So you know,  
 3 if Metro has a budget to new construction, but they can use  
 4 that same budget to modify on Red Line. Please, think about  
 5 that. If it's possible, there's no impact on Little Tokyo  
 6 business and Downtown business, Spring Street business is  
 7 no impact. Also, we can create environmental program.

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cont'd

8 MS. KERMAN: Thank you. Okay. Next, Arnold Sacks  
 9 (phonetic), followed by Wilson Liu, followed by  
 10 Jerard Wright.

PHB13

11 MR. SACKS: Thank you. Good morning. Arnold Sacks  
 12 (phonetic). I'm glad that you have translation for people  
 13 who speak Korean and I'm glad you have a translation to the  
 14 people who speak Japanese. Can we get a translation in  
 15 English as to why this Downtown Connector has taken  
 16 approximately 20 -- 30 years. Blue Line from Long Beach to  
 17 7th and Metro was continued through Pasadena that was the  
 18 reason for the Blue Line construction authority that was  
 19 created by the state legislation.

20 Why this gap has taken 30 years to fill. Why and  
 21 how much in litigation will be developed because we have all  
 22 these new people that have come in and moved into Downtown  
 23 and expressed an interest because now they're part of the  
 24 community. You need to get a translation on that. Now,  
 25 it's a billion dollar project. What would it have cost if

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PHB13  
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1 it would have been continued in a timely manner. You would  
2 think, okay, we'll build from Long Beach to 7th and Metro  
3 and then we'll build a second stage. Instead we build the  
4 Red Line.

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5 If anyone can look at the history of Metro not  
6 just today, but go back and look at the map. You saw a map  
7 earlier of what it would look at in 2035. Look at a map  
8 like 1980, you'll see the Blue Line goes from Long Beach to  
9 Pasadena. The Red Line which is now a Purple Line would  
10 have gone to Santa Monica eastbound. It has been pieced  
11 mailed together all to the benefit of making some money.  
12 And the organizations that got up answer the question,  
13 why so long?

14 Why when the Metro got \$640 million they gave to  
15 the Blue Line construction authority, why is it designated  
16 to the Gold Line construction? Follow the money. And  
17 you'll see the question mark. There's four supervisors that  
18 have been involved in the organizations of these buildings  
19 since the inception --

20 MS. KERMAN: Thank you very much. Next, Wilson Liu,  
21 followed by Jerard Wright, followed by Tracey Chavira.

PHB14

22 MR. LIU: Good morning. This is a follow-up to our  
23 September 28th comment that we had two more additional  
24 comments. I represent the -- my name is Wilson Liu and I  
25 represent Little Tokyo Business Improvement District, as

1

1 well as the Little Tokyo Business Association. One of the  
 2 items as Little Tokyo Business Interruption Consortium the  
 3 Consortium of Little Tokyo Business Association, the little  
 4 Tokyo Business Improvement District, Chamber of Commerce of  
 5 Southern California, and the Little Tokyo Community Counsel  
 6 performed to work along with Metro Staff and any other  
 7 governmental agency having jurisdiction, to develop policy  
 8 regulations and procedures, to resolve issues arising from  
 9 adverse business interruption during the course of  
 10 construction of the Regional Connector Project.

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11           The Little Tokyo Business Interruption Consortium  
 12 shall be shared by the president of the respectfully  
 13 organization listed. Any business interruption committee  
 14 shall be formed -- shall not be limited to the supervision  
 15 of a single Little Tokyo organization or granted exclusive  
 16 power of oversight.

17           Little Tokyo has many organizations which are  
 18 listed four, are considered a major organization represented  
 19 the process of the business sector, nonprofit organization  
 20 sector and a residential sector, to allow a single Little  
 21 Tokyo organization to act as the sole and exclusive  
 22 leadership of those would not be proper.

23           The Little Tokyo Business Interruption Consortium  
 24 used the proper structure to work with Metro Staff in  
 25 addressing the serious construction impact of the

PHB14  
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1 Little Tokyo Community.

2 The second item is the Little Tokyo Construction  
3 Mitigation Program. We encourage the establishment of the  
4 Little Tokyo Construction Mitigation Program for the purpose  
5 of compensating construction impact business interruption  
6 injuries, should Metro or any other government agency  
7 establish in litigation funding program for construction  
8 impact related business interruption injuries or other  
9 construction impact alters the business operations resulting  
10 in physical changes and --

2

11 MS. KERMAN: Thank you, Mr. Liu. If you'd like to --

12 MR. LIU: I'd like to submit this, thank you so much.

13 MS. KERMAN: Wonderful. Thank you so much.

14 Jerard Wright, followed by Tracey Chavira, followed by  
15 Russell Brown.

PHB15

16 MR. WRIGHT: All right. Good afternoon. I'm  
17 Jerard Wright and I'm speaking for myself. I've been  
18 involved within this project in various forms for many,  
19 many years. I'm not going to give away how long. But in  
20 terms of right now, where we're at is a critical stage  
21 in terms of funding the project, because right now there  
22 is a projected close to \$200 million short fall for the  
23 fully underground option, and that may require reduction  
24 of some stations.

1

25 I don't want to see the stations reduced. I think

PHB15  
cont'd

1 every station is a vital one and a very important one.  
2 However, if there are opportunities where, you know, I've  
3 mentioned look for a 60 percent federal match.

1  
cont'd

4 Look for unaligned Prop A and B funds for the  
5 non-subway portions, such as the pedestrian bridge. Such  
6 as the 1st Street widening that you need to put in the portal.  
7 Such as the new transition structure north of Temple. Just  
8 find creative and inventive ways to try to bridge the  
9 funding gaps because if we go to the FTA for a handout, the  
10 first thing they're going to ask us is how much more are we  
11 going to get in return. That's one thing.

2

12 The other component is, if we can't get that  
13 funding, let's look at ways of combining some stations into  
14 larger super stations. Such as the Bunker Hill off of 5th  
15 and Flower and multiple portal being a essential station  
16 that has multiple points of access, while still maintaining  
17 access, connectivity, community, and keeping the costs down  
18 or in hopes of keeping the cost down because if we can't  
19 find that funding gap, there's probably going to end up  
20 probably a at grade alternative. Which from many comments  
21 over the last three years, that's not the right option.

3

22 So I just want to find a way to find that funding  
23 gap, bridge that funding gap, so this project can go  
24 forward. Thank you very much.

4

25 MS. KERMAN: Thank you, Jerard. I've been also asked

1 to remind everyone that we have fact sheets out front, so  
2 don't forget to pick them up on the way out. And Tracey.

PHB16

3 MS. CHAVIRA: Good afternoon, Tracey Chavira Central  
4 City Association. Let me begin by acknowledging Metro Staff  
5 especially Ann and Dolores Roybal Saltarelli for keeping  
6 this process moving along steadily. Metro staff, the  
7 consultants, the Robert Group have been extremely responsive  
8 to our members and generous with their time. So thank you.

1

9 CCA supports the fully underground alternative,  
10 which will generate great benefits. We've expressed these  
11 before but just for the record. First it will be impervious  
12 to above ground accidents, making it the most reliable  
13 option for commuters. Second, it's inspected to govern the  
14 most transit riders. Third, it won't create street level  
15 visual clutter, which might interfere with revitalization  
16 parts of Downtown. Finally, the Regional Connecters scored  
17 high with federal funding criteria, making it one of the  
18 best proposals for that funding.

2

19 We also support the Flower and 5th Station and the  
20 Financial District. We've heard that the station might be  
21 eliminated due to a budget short fall, but we urge you to  
22 move forward with this station. And it is greatly important  
23 to the Financial District which that contributes greatly to  
24 Downtown and to the City's economic recovery. So we  
25 respectfully request that Metro improve the fully

3

PHB16  
cont'd

1 underground alternative including the Flower and  
2 5th Station. Thank you.

3  
cont'd

3 MS. KERMAN: Thank you, Tracy. Next, Russell Brown,  
4 followed by Don Garza, followed by Yoshi Maruyama.

PHB17

5 MR. BROWN: Thank you. Russell Brown, executive director  
6 of the historic Downtown Theater. I'm also one of the  
7 trustees for bringing back Broadway. I want to thank you  
8 for the outreach. This has been a process that's been more  
9 than three years. I know well before Measure R you were  
10 working with the community groups and the neighborhood  
11 council.

1

12 All of organizations unanimously and fully support  
13 the fully underground project, and I want to really thank  
14 you for listening to the community as we work through a lot  
15 of the issues and especially the complications with  
16 Little Tokyo. Just to make a correction, the cut and cover  
17 is only used for stations. It's not used for the track line.  
18 So the gentleman who mentioned that was in correct in his  
19 interpretation of that.

2

20 We do not support the surface route, all you have  
21 to do is look at Washington Boulevard and see how unfriendly  
22 transit is. You would not only have that separating all the  
23 communities, and many of the concerns -- all of the concerns  
24 that Little Tokyo have are magnified a lot with the surface  
25 route.

3

PHB17  
cont'd

1           You'd also have two stations that straddle  
 2 City Hall. Something as simple as a lost backpack will  
 3 shutdown the whole system for security reasons. The fully  
 4 underground station, not only takes care of all of those and  
 5 mitigates it gives you great opportunities for transit  
 6 oriented development.

3  
cont'd

7           The 5th and Flower Station is critical because  
 8 7th and Metro will be maxed out. Once you have both the  
 9 Expo Line and the Blue Line coming into that station. The  
 10 5th and Flower Station also allows a connection with the  
 11 5th and Grand Streetcar. The 2nd and Broadway Station is  
 12 critical because you also have connections with the Streetcar,  
 13 with the theaters, and also the Red Line Civic Center Station.

4

5

14           So thanks again for your outreach. Thanks for  
 15 working with the community, and we enthusiastically support  
 16 the fully underground program.

6

17           MS. KERMAN: Thank you, Russell. Don Garza, followed  
 18 by Yoshi Maruyama.

PHB18

19           MR. GARZA: Yes, my name is Don Garza. I've been a  
 20 residence of Downtown for the past, probably, 11 years now.  
 21 So when people from Little Tokyo that have been there for a  
 22 long time speak, I have a tendency to listen. And I'm in  
 23 agreement. There should be not a mitigation, especially for  
 24 the businesses because you see sort of things, whether they  
 25 be underground or overground, they are going to have some

1

PHB18

cont'd

1 impact.

1

cont'd

2 But I am in full support of underground. It's the  
 3 way to go. It's the way it needs to be done. Connection  
 4 needs to be made. 5th and Flower needs to be there. These  
 5 connections are going to be very important, specifically  
 6 because there are very many hotels around there that augment  
 7 the L.A. Live Hotel. And you're going to start seeing lots  
 8 and lots -- if not already, we have a lot of tourism and we  
 9 have a lot of business.

2

3

10 This extension needs to happen tomorrow. It does  
 11 not need to happen 10 years from now. It does not need to  
 12 happen 15 years from now. We need to get our buddy,  
 13 Antonio Villaraigosa, all you guys up there. Whether it  
 14 be -- whoever the next mayor is going to be. Whether it  
 15 be Jan Perry or even Russell Brown or anybody in this room.  
 16 I don't care if it is this person in the front row.

4

17 Get up there to Washington DC to get this thing  
 18 built. This is jobs. This is money. This is consultant  
 19 money. This is GIR consultant money. This is just plain  
 20 money that we need here that's going to help our community,  
 21 especially Downtown and connect a whole region. Because  
 22 when people come to L.A. they do not just want a Hollywood  
 23 experience. They do not just want a Anaheim experience.  
 24 They want a whole experience.

25 I got to tell you when you opened up that line to

PHB18  
cont'd

1 the Eastside, people were very excited. I use it now to go  
 2 and enjoy my Eastside experience it's easier. I can even  
 3 go to East Los Angeles College, I don't have ride on  
 4 Cesar Chavez. So I am in support of fully underground along  
 5 with the C.C.A., along with everybody that should be willing  
 6 to want to have this thing fully underground.

4  
cont'd

7 MS. KERMAN: Thank you, Don. Yoshi Maruyama followed  
 8 by Christine Baisez.

PHB19

9 MR. MARUYAMA: My name is Yoshi Maruyama. I own  
 10 Sbabu Shabu House Restaurant, and I know this project is  
 11 very good at the beginning. But Plaza tenants, okay, we  
 12 want to know the impact of this construction is awful. I  
 13 can't imagine this, and I can't sleep sometimes because as  
 14 an example City Hall has a little demonstration. They  
 15 blocked a couple streets, our business down 30, 40 percent.

1

16 When they do lunch and dinner, I got a whole day.  
 17 The customers won't come. They block the street. If this  
 18 project happens, how long are they going to block the  
 19 streets for this construction. Couple weeks, no couple  
 20 years. Four, five years. It's real impact nobody tell you  
 21 how the impact is. Nobody telling how they are going to  
 22 do it. And who's going to take care of our businesses.

23 This is the papa and mama restaurant and other  
 24 restaurants too, but nobody cares. You have to show how  
 25 much damage it is going to be. Project is okay. I

PHB19

cont'd

1 understand them, this one. But for the underground  
2 7th Street is definitely no, that's all. Thank you.

1  
cont'd

3 MS. KERMAN: Thank you very much, Yoshi. Christine  
4 Baisez. And Christine is my last speaker card unless there  
5 are others. If you'd like to speak, raise your hand, we'll  
6 be happy to get you a speaker card.

PHB20

7 MS. BAISEZ: Hello, my name is Christine Baisez. I am  
8 your residence of the Higgins building (inaudible). And  
9 I wish no metro in the area. There is a need for a metro.  
10 I wish it could be fully underground. I go there with my  
11 daughter. We love to bike and ride and we love community of  
12 Japanese Town and it's not to be -- not to be hurt by this.  
13 Thank you.

1

14 MS. KERMAN: Thank you, Christine. Do I have any other  
15 individuals that have filled out speaker cards or would like  
16 to? Well, in the meantime, let me also let you know that we  
17 are here 15 more minutes till 1:00 o'clock, to take your  
18 comments.

19 I'd like to also introduce you to some additional  
20 Metro personnel, who are here today because they care about  
21 listening to what you have to say, and our executive  
22 director of countywide planning, Martha Welborn.

23 Martha, if you could stand up and let everybody  
24 know that you are with us today. Diego Cardoso, our  
25 Executive officer of planning. I saw Robin Laired (phonetic)

1 earlier. I saw Lynda Bybee, our executive officer of  
2 communications. We have our huge project team. We're  
3 all wearing these big name tags. We're certainly here to  
4 talk to you after our official hearing one on one, but we  
5 encourage you to stay tuned.

6 Up on the board you see how you can contact us if  
7 you feel that, even though you gave oral testimony today, it  
8 was not sufficient. Feel free to send us written comments.  
9 If you have other things that you want to say, you know,  
10 there are many ways to do it. E-mail us, send us a written  
11 letter. We don't text or Twitter officially, but you might  
12 be able to find us there.

13 On behalf of the entire project team, we would  
14 like to thank you for joining us at this official and final  
15 hearing for the Regional Connector. We want to encourage  
16 you to attend our board meeting on October 28th. And prior  
17 to that, our committee meeting, the Measure R Committee on  
18 October 21st at 9:00 o'clock in the morning.

19 With that, I will conclude the public hearing,  
20 unless I hear additional people that want to speak. And  
21 again, thank you all for coming out during your lunch today  
22 in this rainy, drizzly day, but we appreciate all of you  
23 staying with us on this project. Thank you.

24 (Hearing concluded at 12:47 p.m.)

25

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**PHB1****Responses to Comments from Fixing Angelenos Stuck in Traffic, Norton, Hilary****Response to Comment PHB1-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. Bicycle racks would be part of station amenities and existing bus routes that operate at proposed station locations would be accommodated. Park and rides are not proposed as part of this project.

**Response to Comment PHB1-2**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHB1-3**

Impacts associated with each alternative, including impacts associated with construction and proposed stations, were analyzed in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR and this Final EIS/EIR. Please refer to Chapter 3, Transportation Impacts and Mitigation, Section 4.14, Economic and Fiscal Impacts, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR for construction-related impacts on transit and businesses.

**Response to Comment PHB1-4**

Thank you for your comment. The purpose of this project is to improve the region's public transit service and mobility by connecting the light rail service of the Metro Gold Line to the Metro Blue Line and the Metro Expo Line (currently under construction).

## PHB2

### Responses to Comments from Grace, Roger

#### Response to Comment PHB2-1

Comment acknowledged. Commenter yielded speaking time.

## PHB3

### Responses to Comments from Metropolitan News Enterprise, Bobigian, Vahn

#### Response to Comment PHB3-1

Comment acknowledged. Commenter yielded speaking time.

## PHB4

### Responses to Comments from Grace, Jo-Ann

#### Response to Comment PHB4-1

Comment acknowledged. Commenter yielded speaking time.

## PHB5

### Responses to Comments from Metropolitan News Enterprise, Philibosian, Robert

#### Response to Comment PHB5-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

## PHB6

## Responses to Comments from Suehiro Café, Inc., Suzuki, Kenji

**Response to Comment PHB6-1**

Metro values the uniqueness and age of businesses in Little Tokyo and will continue to work with the community to minimize adverse impacts. As described in Chapter 2, Alternatives Considered, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2<sup>nd</sup> Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. No surface disruption or impacts to businesses on 2<sup>nd</sup> Street in Little Tokyo are anticipated as a result of the passage of the tunnel boring machine. These refinements would reduce impacts to businesses both on 2<sup>nd</sup> Street and throughout the community. Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to support the Little Tokyo business community throughout the construction phase of the project.

**Response to Comment PHB6-2**

Nearly three dozen alternatives were studied during the Alternatives Analysis phase of the project, some of which bypassed the Little Tokyo neighborhood. Through several stages of screening, based on community input and technical considerations, the Fully Underground LRT Alternative was designated the Locally Preferred Alternative. The Regional Connector would involve both cut and cover and tunnel boring machine construction. Much of the alignment in the Little Tokyo area would be constructed using the tunnel boring machine method, which would minimize surface impacts. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, the Locally Preferred Alternative has been refined based on Draft EIS/EIR comments to include less cut and cover, and to move the tunnel boring machine construction staging area farther from the center of Little Tokyo. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR with the goal of supporting businesses throughout the construction phase. This will include targeted marketing efforts and other in-kind assistance. It is Metro's goal to minimize the potential for business interruption.

## PHB7

### Responses to Comments from Havens, Alan

#### Response to Comment PHB7-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHB7-2

The surface tracks connecting the Pasadena and East Los Angeles branches of the Metro Gold Line would no longer be in service once the Regional Connector opens, and may ultimately be removed. The majority of transit passengers riding the Metro Gold Line from East Los Angeles are destined for downtown Los Angeles and points westward. These passengers would benefit from seamless travel to westside destinations. Transit riders traveling from East Los Angeles to Pasadena (and in the future to Montclair) would be required to transfer at the new underground station in Little Tokyo. Ridership forecasting results show that the Regional Connector would have adequate capacity to accommodate the projected volumes of transferring passengers.

#### Response to Comment PHB7-3

The commenter recommends development of the parcel located at the northeast corner of 1<sup>st</sup> and Alameda Streets. Comment acknowledged. Development of this parcel is not a part of this project and no further response is required.

## PHB8

### Responses to Comments from Berg, Martin

#### Response to Comment PHB8-1

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

## PHB9

## Responses to Comments from The Transit Coalition, Reed, Bart

**Response to Comment PHB9-1**

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHB9-2**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHB9-3**

In response to the increased cost-effectiveness of the three-station Locally Preferred Alternative over the four-station Fully Underground LRT Alternative, Metro is requesting a 60 percent federal funding match. The Federal Transit Administration New Starts Cost-Effectiveness Index for the proposed project, as of the publication of the Draft EIS/EIR, was \$13.68 (a "medium-high" rating). Proposition A and C funds are largely unusable for the fully underground Regional Connector due to the voter-approved Metropolitan Transportation Authority Reform and Accountability Act of 1998. Refer to Chapter 6, Cost and Performance Considerations and Summary Comparison of Alternatives, of this Final EIS/EIR.

**Response to Comment PHB9-4**

An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

## Response to Comment PHB9-5

Thank you for your comment. Support for an underground alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHB10

### Responses to Comments from Springhetti, Joan

#### Response to Comment PHB10-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHB10-2

The Metro Board of Directors voted on October 28, 2010 to remove the Wilcox and Olender Buildings (APNs 5149-007-006 and 5149-007-005) from consideration as acquisitions for the Regional Connector project. Only a subsurface easement beneath APN 5149-007-006 would be required for construction of the Locally Preferred Alternative.

#### Response to Comment PHB10-3

Metro recognizes the importance of businesses and residences to the revival of the downtown Los Angeles community. Implementation of mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR would reduce the impacts of construction. It is Metro's goal to minimize impacts. Metro will work with the community throughout the project and incorporate community input into the construction process.

## PHB11

### Responses to Comments from Miyoshi, Ellen

#### Response to Comment PHB11-1

Opposition to the At-Grade Emphasis LRT Alternative and support for the Fully Underground LRT Alternative is noted. With the Regional Connector in place, the station at 2<sup>nd</sup> and Broadway would have direct train service to Pasadena. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHB12

## Responses to Comments from Koraku Group, Inc., Yamauchi, Hiroshi

**Response to Comment PHB12-1**

Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and the Supplemental EA/Recirculated Draft EIR Sections and for the Locally Preferred Alternative in Table 4.18-1 of this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR in order to minimize the construction impacts of the project. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR and the Supplemental EA/Recirculated Draft EIR Sections, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2<sup>nd</sup> Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. Temporary intermittent closures may still be needed, but these would be less frequent than with the non-refined alternative described in the Draft EIS/EIR. Cut and cover would be needed at the intersection of 1<sup>st</sup> and Alameda Streets in order to construct the underground junction.

**Response to Comment PHB12-2**

It is Metro's goal to minimize impacts to businesses in Little Tokyo. Even under the worst-case scenario studied in the Draft EIS/EIR, none of the analysis determined that all business in Little Tokyo would be eliminated. Metro has made refinements to the Locally Preferred Alternative to reduce impacts to businesses, and will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to ensure assistance is provided for affected businesses throughout the construction phase of the project. A worst-case scenario list of businesses that would be acquired was shown in Section 4.2.3.5 of the Draft EIS/EIR, and some of these businesses would no longer need to be acquired due to refinements made to the Locally Preferred Alternative.

**Response to Comment PHB12-3**

The Metro Red and Purple Lines use a different rail transit mode than the Metro Blue, Gold, and future Expo Lines. The tracks and station platforms are not compatible due to differences in train floor height, train width, and method of electricity conveyance. In order to accommodate the Metro Blue, Gold, and future Expo Line trains, the Regional Connector must have a new alignment separate from the Red/Purple Line tunnels.

## PHB13

### Responses to Comments from Sachs, Arnold

#### Response to Comment PHB13-1

Public hearings were conducted in English; therefore, English translators were not needed. Metro delayed implementation of a light rail connection between the Metro Blue Line and the Metro Gold Line due to funding constraints. Metro will continue working with downtown residents throughout the duration of the project. Cost estimates for earlier proposed light rail connector routes through the downtown area are not available at the same level of detail as the Locally Preferred Alternative. Metro fare revenues do not cover the full construction and operation expenses of the transit system, and Metro does not generate profit from transit operations. The Blue Line Construction Authority was tasked with construction of the Los Angeles-Pasadena light rail project, which was later named the Metro Gold Line.

## PHB14

### Responses to Comments from Little Tokyo Business Association and Little Tokyo Business Improvement District, Liu, Wilson

#### Response to Comment PHB14-1

Metro welcomes the opportunity to work with a Little Tokyo business consortium and all other affected stakeholders throughout the duration of the project. Metro will also work with the Regional Connector Community Leadership Council to serve all businesses affected by Regional Connector construction.

#### Response to Comment PHB14-2

The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains the confirmed mitigation measures intended to assist Little Tokyo businesses and minimize adverse impacts during the construction phase of the project. It is Metro's goal to minimize the potential for business interruption.

## PHB15

## Responses to Comments from Wright, Jerard

**Response to Comment PHB15-1**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The deletion of the station improves the Federal Transit Administration New Starts Cost-Effectiveness Index, and makes the project more competitive to receive funding up to a 60 percent federal share. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHB15-2**

Metro is actively seeking ways to reduce the costs of the project, and is considering all available funding sources. Proposition A and C funds are largely unusable for the fully underground Regional Connector due to the voter-approved Metropolitan Transportation Authority Reform and Accountability Act of 1998.

**Response to Comment PHB15-3**

As a cost-cutting measure, the Metro Board of Directors voted on October 28, 2010 not to include the Flower/5<sup>th</sup>/4<sup>th</sup> Street station in the Locally Preferred Alternative. However, under the Locally Preferred Alternative, an enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The remaining Regional Connector stations are upwards of one-half mile apart, which is too great a distance for them to be combined.

**Response to Comment PHB15-4**

Metro will continue to explore options for reducing the cost of the project.

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**PHB16****Responses to Comments from Central City Association, Chavira, Tracey****Response to Comment PHB16-1**

Thank you for your comment.

**Response to Comment PHB16-2**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHB16-3**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

## PHB17

## Responses to Comments from Historic Downtown Theater, Brown, Russell

**Response to Comment PHB17-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHB17-2**

The cut and cover construction method would be used at each of the proposed Regional Connector stations, and along some portions of the alignment between stations.

**Response to Comment PHB17-3**

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

**Response to Comment PHB17-4**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PHB17-5**

Support for the 2<sup>nd</sup>/Broadway station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which includes a station at 2<sup>nd</sup> and Broadway.

**Response to Comment PHB17-6**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHB18

### Responses to Comments from Garza, Don

#### Response to Comment PHB18-1

Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to businesses.

#### Response to Comment PHB18-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

#### Response to Comment PHB18-3

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

#### Response to Comment PHB18-4

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

## PHB19

### Responses to Comments from Shabu Shabu House Restaurant, Maruyama, Yoshi

#### Response to Comment PHB19-1

As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, the Locally Preferred Alternative has been refined since publication of the Draft EIS/EIR. The refined alignment would not involve cut and cover construction on 2<sup>nd</sup> Street in Little Tokyo, thus eliminating the need for lengthy closures of the street and sidewalk. This reduces the potential disruption in Little Tokyo due to construction. Construction durations for the Fully Underground LRT Alternative were shown in Table 4.18-2 of the Draft EIS/EIR and for the Locally Preferred Alternative in Table 4.18-1 in this Final EIS/EIR. The entire construction process would take four to five years, but the duration of construction in any one location in Little Tokyo would be less than four years. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR with the goal of supporting businesses throughout the construction phase.

## PHB20

### Responses to Comments from Baisez, Christine

#### Response to Comment PHB20-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

