

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

comments:

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

Subject: FW: I have a question/comment about the Regional Connector Transit Corridor Study
Date: Thursday, October 8, 2009 1:39 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Roybal, Dolores ROYBALD@metro.net, Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun
Clarissa@TheRobertGroup.com

FYI

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central L.A. ~ San Fernando Valley ~ North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Webmaster
Sent: Saturday, October 03, 2009 1:28 PM
To: Regional Connector
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

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

comments:

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

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

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

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

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

-THANKS AND BUILD IT SOONER THAN LATER

Subject: Re: LTWG materials for distribution

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

From: Andy Lin <seavu8@yahoo.com>

To: Itccjb@aol.com, Itccjb@aol.com, Ginny Brideau ginny@therobertgroup.com

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

Hello, Ginny,

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

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

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

Oct. 9, 2009



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 9, 2009

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

Dear Senator Inouye:

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Ara Najarian".

Ara Najarian
Chairman

cc:

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

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

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

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobertgroup.com

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

Ginny,

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

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

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

Oct. 12, 2009

Comments as typed by Ginny

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

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

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

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

Oct. 9, 2009

Comments as typed by Ginny

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

3108 Los Feliz Boulevard 323.669.9100 Phone www.therobertgroup.com <<http://www.therobertgroup.com>>
Los Angeles, CA 90039 323.669.9800 Fax info@therobertgroup.com

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

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

Subject: FW: Downtown Connector Inquiry
Date: Monday, October 12, 2009 1:27 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: 'Clarissa Filgioun' Clarissa@TheRobertGroup.com, Ginny Brideau ginny@therobertgroup.com

fyi

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central L.A. ~ San Fernando Valley ~ North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net <mailto:KermanA@metro.net>



Please consider the environment before printing this e-mail

From: Damien Goodman [mailto:damienwg@gmail.com]
Sent: Monday, October 12, 2009 6:41 AM
To: Roybal, Dolores
Cc: Leahy, Arthur; Cannell, Mike; Regional Connector
Subject: Downtown Connector Inquiry

Hello Ms. Roybal Saltarelli:

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

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

4. What are the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.

5. What is the anticipated travel time between the Chinatown Station to Little Tokyo station, given the speed restrictions from Chinatown to Union Station, and Union Station to Little Tokyo.

6. Please provide the FTA standard cost categories breakdown.

Your prompt response is greatly appreciated.

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

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

Subject: Savoy participation?

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

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobergroup.com

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

Hello, Ginny,

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

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

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

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

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

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

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

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

Andrew Lin

Oct 14, 2009

Subject: Re: Mailing Address for Gold Line Opening Day

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

From: Andy Lin <seavu8@yahoo.com>

To: Ginny Brideau ginny@therobergroup.com

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

Hello, Ginny,

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

I am just curious that when Metro built Gold Line, why have they not thought of connecting the Gold Line to what Metro is proposing now in the Regional Connector? If it is only 1.8 miles distance, why Metro did not Mater Plan it three years ago and synchronized everything before they built Gold Line? So why are you studying the Regional Connector for the past three years, while you are building Gold Line, and trying to connect Gold Line now through Regional Connector? And now you have just finished the Gold Line Extension. You could have done that three years ago altogether, is it not? It tells me that something is not right. It is either Metro made a big mistake in the Mater Plan, or the Master Plan was not a good one to start with. In either case, now you want us the local community to take the blunt of your mistakes.

How is the local community's response? We the local community is so outraged that Savoy community collected over 200 signatures against the project within one month's times since we learned of the project recently. And Little Tokyo collected over 300 signatures against the project within two months' time since they learned of the project recently. So there are over 500 people opposing the project, as of one months ago. Little Tokyo's signatures were presented to Metro's Board at the Metro's Board meeting on Sep. 24, 2009.

1. You wanted me to confirm to you that I have received two government guidelines when we were on the phone. So I acknowledged the receipt by email. Since then you have sent out Meeting Summary for Sept. 17, 2009 and Oct. 1, 2009 at Little Tokyo Cultural Center, and I have responded to those two summaries about what it said about my part, but you have not replied to me. Please send me the corrected summaries, as they were filled with mistakes the way they were written about my part.

2. Also please remove the phrase "Savoy Participation" from your writings, because there were never any Savoy Participation in past three years. It is obvious that Savoy owners could not have participated at all, even if we wanted to, because none of us were ever notified by mails, and we never knew that you were conducting study for the past three years,

until we learned of the project from rumors.

3. I also requested statistics on Union Station's daily train traffic, as I am curious to know how those number will compare with the Regional Connector HUB that you are trying to build. You are trying to sell to us that it is a very nice project. But we must politely say to you, "Thanks, but no thanks." More than 500 people have spoken, so far.

4. Also I am not able to find Mr. Ray Sosa's email. I tried to find his address in the Regional Connector internet site, but I don't see it. Can you please send me his email address?

Thank you for your attention to these matters.

Andrew Lin 10-19-09

From: Ginny-Marie Brideau <Ginny@TheRobertGroup.com>
To: Andy Lin <seavu8@yahoo.com>
Sent: Mon, October 19, 2009 1:30:28 PM
Subject: Mailing Address for Gold Line Opening Day

Mailing Address for Gold Line Opening Day I am looking to get your mailing address so that I can send you an invitation for the opening day of the Metro Gold Line Eastside Extension. Could you send this to me?

Thanks!

Ginny-Marie Brideau
Project Manager
The Robert Group
ginny@therobertgroup.com

(o) 323.669.7654
(f) 323.669.9800
(m) 213.248.0698