

Subject: FW: [Metro.net] customer comment
Date: Friday, November 20, 2009 3:33 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Friday, November 20, 2009 2:02 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: David
Last Name: Bailey
Email: davito88@hotmail.com
Phone: 505-263-0896
URL:

Hey,

After looking at the map here: <http://thesource.metro.net/2009/11/19/new-regional-connector-concept-proposed-for-1st-and-alameda-intersection/> I got an idea that should save a lot of money. Why not have all trains coming from the blue/aqua lines stop at the little tokyo station. Then lines heading for Union Station will continue in their current direction and lines heading to east LA can reverse direction after making the stop. I understand you will need to have the engineer move to the other side of the train, but he should be able to do that while the train is stopped. Seems like it would cost a lot less to only build one junction instead of 2 and not have to make another underground station less than a block away.
Thanks.

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Thanks.



Go For Broke

NATIONAL EDUCATION CENTER

November 20, 2009

The Honorable Ara Najarian, Chairman, and
Board of Directors
Los Angeles Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Go For Broke National Education Center opposes Metro's
Regional Connector options through Little Tokyo as proposed

Dear Chairman Najarian and Metro Board:

Go For Broke National Education Center (GFBNEC) is a 501(c)(3) established by second-generation Japanese American or Nisei veterans of World War II. We have created and continue to add to a Hanashi Oral History archive, a collection of more than 1,000 interviews with Nisei veterans. Using these video oral histories as real-life examples for students, we have developed a curriculum for history and social studies classes and provide teacher training to a growing constituency nationwide, including California, Hawaii, Maryland, Washington, D.C. and Virginia. Our symbol is the Go For Broke Monument, a lasting reminder of the U.S. Constitution's guarantees of civil liberties to Americans of all races and ethnic backgrounds that stands in Little Tokyo off of Temple Street at Alameda near the Geffen Contemporary Museum.

GFBNEC has invested millions, including funding from Congress and the State of California, in the development and planning of a new Go For Broke National Education Center to be built adjacent to the Go For Broke Monument on Temple Street in the Little Tokyo area of Downtown Los Angeles.

The veterans and GFBNEC Board of Directors respectfully ask that the Los Angeles Metropolitan Transit Authority explore and develop a 5th Regional Connector option that will not irreparably damage the historic Little Tokyo Community. The veterans and GFBNEC Board of Directors also oppose both of Metro's preferred options as they have been proposed:

- Option 1 - underground to 2nd & Central, rising to cross Alameda at 1st Street, and
- Option 2 – traveling at grade or street level on Temple, crossing Alameda Street.

In community meetings, it has appeared that Metro prefers the 2nd Street underground Option 1. These options are two of four that Metro is examining through the Environmental Impact Report process but the project supervisor has publicly said he does not consider the other options to be viable alternatives because they are both no-build. As we understand it, the completed connector will carry a train every 2.5 minutes, one going in each direction every 5 minutes. Every other train would stop at the Alameda and 1st station.

HEADQUARTERS

370 Amapola Ave. Ste 110
Torrance, CA 90501
ph: 310-328-0907
fax: 310-222-5700

HAWAII REGIONAL OFFICE

Pacific Guardian Center
735 Bishop St. Ste 417
Honolulu, HI 96813
ph/fax: 808-585-8484

www.GoForBroke.org

As it has been presented, Option 1 would enter Little Tokyo under 2nd Street and continue to Central Avenue where it would steadily rise to grade level on a diagonal track across the current Office Depot parking lot, crossing Alameda at 1st and connecting to the new Gold Line Eastside Extension. An elevated pedestrian walkway could be built over 2nd Street. Construction for four years or longer would have a tremendous impact on Little Tokyo businesses that are already struggling, residents in the Savoy apartments, the Japanese American National Museum (JANM), the Museum of Contemporary Art's (MOCA) Geffen Contemporary, Go For Broke National Education Center and countless other organizations and institutions. Little Tokyo has already experienced the negative impacts of Eastside Extension construction and by the end of November, will have regular train traffic along 1st to Alameda Street from East Los Angeles. This option would also cost the City of Los Angeles income by reducing the sales tax increment from the Office Depot, Starbucks and other retail affected by construction and Metro rail operations.

Option 2 at street level on Temple Street to Alameda would consume most of the parking lot area north of the Geffen at the corner of Temple and Alameda Streets for tracks and an elevated pedestrian walkway. The two sets of tracks would curve inward to the east from Temple toward the Go For Broke Monument, encroaching into the planned GFBNEC building site by 10 – 20 ft. Metro staff has said the LA City Department of Transportation could require more right-of-way for safety reasons but planners will not present connector plans to LADOT until an option is selected. The tracks would migrate into the middle of Temple Street before reaching the tinker toy parking structure and Judge Aiso Street. This street-level option would have detrimental effects on GFBNEC's plans as well as on the Museum of Contemporary Arts and its Geffen Contemporary, East West Players, the Japanese American National Museum, Art Park and more. Trains every two and a half minutes would make it impossible to hold concerts, movies or children's performances in the long-awaited Art Park and make it unlikely that buses filled with school children or 80 and 90-year-old veterans would be able to enter or exit from our new Go For Broke National Education Center on Temple Street.


Metro representatives have also said that Union Station is crowded now and the 7th Street station will become crowded when the Subway to the Sea is completed. Metro will then need an alternative station to accommodate its passengers. The time to plan for that is also now.

GFBNEC and other members of the Little Tokyo community have been advised that developers of Nikkei Center on the Mangrove property are open to discussion and negotiation with Metro for a 5th option that could involve extending Option 1 underground from 2nd Street and Central to the new Nikkei Center on the east side of Alameda, eliminating the need for two sets of rails crossing Alameda at 1st, and leaving the Office Depot block intact. With this option, Metro would build an underground station at 1st & Alameda under the new Nikkei Center rather than have trains exit a tunnel in front of Office Depot.

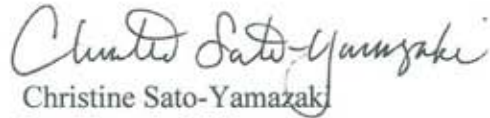
We support a transit link between the existing Gold and Blue Lines, the new Gold Line Eastside Extension and the Exposition Line, and we believe there are alternatives that will not irreparably damage our Little Tokyo Community. GFBNEC officials and members, like many residents and business owners in the Little Tokyo community, have traveled by rail in such cities as Tokyo, Osaka, Taipei, Singapore, Shanghai and other cities that have world-class transit systems. Japan's light-rail system is state-of-the-art. We urge the Los Angeles Metropolitan Transit Authority to move forward with a system that is as good as or better than the world's best rail

transit systems without destroying communities, dreams and generations of sacrifice and hard work in the process.

Sincerely,



Kevin Tamaki
Chairman of the Board
GFBNEC



Christine Sato-Yamazaki
President & CEO
GFBNEC

CC:

U.S. Senator Daniel Inouye, Chairman, Senate Appropriations Committee
U.S. Senator Dianne Feinstein
U.S. Senator Barbara Boxer
U.S. Representative Lucille Roybal-Allard (CA-34)
U.S. Representative Adam Schiff (CA-29)
U.S. Representative David Dreier (CA-26)
U.S. Representative Judy Chu (CA-32)
U.S. Representative Grace Napolitano (CA-38)
U.S. Representative Jerry Lewis (CA-41), Ranking Member, House Appropriations Committee
U.S. Representative Mary Bono Mack (CA-45)
U.S. Representative Diane Watson (CA-33)
U.S. Representative Maxine Waters (CA-35)
U.S. Representative Gary Miller (CA-42)
U.S. Representative Ken Calvert (CA-44)
U.S. Representative Jane Harman (CA-36)
U.S. Representative Joe Baca (CA-43)
U.S. Representative Linda Sanchez (CA-39)
The Honorable Norman Mineta, former Secretary of Transportation
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
LA City Councilmember Jan Perry
LA City Councilmember Bill Rosendahl
LA City Councilmember Tom LaBonge
LA City Councilmember Richard Alarcon
LA City Councilmember Paul Koretz
LA City Councilmember Bernard Parks
LA City Councilmember Herb Wesson
LA City Councilmember Ed Reyes
LA City Councilmember Dennis Zine
LA City Councilmember Janice Hahn
LA City Councilmember Greig Smith
LA City Councilmember Tony Cardenas
LA City Council President Eric Garcetti
MTA Chief Executive Officer Arthur T. Leahy
MTA Deputy Chief Executive Officer Paul C. Taylor
MTA General Manager of Rail Operations Mike Cannell
MTA Chief Operating Officer Carolyn Flowers
MTA Chief Planning Officer Carol Inge
MTA Chief Real Property Management & Development
Bill Watanabe, Chair, Little Tokyo Community Council and Board of Directors

Subject: FW: [Metro.net] customer comment
Date: Friday, November 20, 2009 9:29 AM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Friday, November 20, 2009 8:41 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Joel
Last Name: Covarrubias
Email: joelcov@gmail.com
Phone: 562.257.8142
URL:

Metro Planning Staff:

I wish to commend you on your recent efforts with the Little Tokyo community to create the new proposal for crossing First/Alameda. The new proposed underground alternative (with rail in a tunnel under First/Alameda) is much better than the previous underground alternative, and it deserves to be included in the environmental process. The new proposal is superior because it results in fewer impacts on the area.

I live in Long Beach, and I am a dedicated user of (M) Rail. The Regional Connector is possibly the most important and critical project Metro can build. It is crucial that the Regional Connector be built soon and built right, for the success of the entire system.

Thank You,

Joel Covarrubias
Long Beach

Subject: FW: [Metro.net] customer comment
Date: Monday, November 23, 2009 1:49 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>

fyi

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

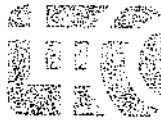
From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Friday, November 20, 2009 9:31 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Yusef
Last Name: Shafi
Email: shafi.s.y@gmail.com
Phone:
URL:

I am writing in strong support of the recent full-underground option for the regional connector recently posted in the MTA blog The Source. A fully underground connection in Little Tokyo will provide an invaluable transit connection while preserving local business and the pedestrian scale of the neighborhood. Also, having an underground station to complement the existing Little Tokyo/Arts District Station will undoubtedly help to handle the large crowds that will pass through the regional connector, and provide for more train arrivals and departures in the same amount of time by effectively adding a second platform to the station. An excellent example of the convenience of multiplatform and timed transfer systems can be found in downtown Oakland at 12th St, 19th St, and MacArthur Stations, and a similarly convenient station structure for this vital inter-regional link will be highly efficient.

As an affiliate of the Centenary United Methodist Church just three blocks away, I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo in amazing ways. Thank you for responding to the concerns of the community and please keep up the great work in transforming our city and county for the benefit of all.



Little Tokyo Community Council
369 East First Street
Los Angeles, California 90012
213 625.0414 ext 5720
Fax 213 625.1770
<http://ltcc.janet.org>

November 24, 2009

The Honorable Ara Najarian
Chairman
Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Re: Downtown Regional Connector

Dear Mr. Najarian:

The Little Tokyo Community Council (LTCC) would like to thank the Metropolitan Transportation Authority's for its response to the Little Tokyo community by presenting for consideration a concept for the Third Build Alternative for the Downtown Regional Connector.

The LTCC adopted the following motion at its November 24, 2009 meeting:

MOTION

The Little Tokyo Community Council supports the further exploration of the concept of the Third Build Alternative as presented by the Metro Planners.

We respectfully urge the Metropolitan Transit Authority Board of Directors to adopt the Third Build Alternative as one of the options for the Metro Planners to further explore for the Downtown Regional Connector, as part of the EIR study.

We thank the Metropolitan Transit Authority for their consideration of the concerns of the Historic Little Tokyo. We look forward to working with the Metro Planners as they further explore the Third Build Alternative.

"The Little Tokyo Community Council is a nonprofit 501(c)(3) which has 90+ member organizations whose mission is to ensure that Little Tokyo would be a viable center for the Japanese American community and the Los Angeles Downtown community. The Council shall work to create a vision of what Little Tokyo should be in the future and serve as an advocate on behalf of the Little Tokyo community."

Sincerely,

Bill Watanabe,
Chair, Little Tokyo Community Council

cc:

The Honorable Daniel K. Inouye, Chairman,
The Honorable Norman Mineta,
The Honorable Dianne Feinstein, Member, U.S. Senate
The Honorable Barbara Boxer, Member, U.S. Senate
The Honorable Lucile Roybal Allard, Member, U.S. House of Representatives
The Honorable Ray LaHood, Secretary, U.S. Department of Transportation
The Honorable Peter Rogoff, Administrator, Federal Transit Administration
The Honorable Antonio Villaraigosa, Mayor, City of Los Angeles
The Honorable Gloria Molina, Supervisor, Los Angeles County
The Honorable Jose Huizar, Council Member, Los Angeles City Council
The Honorable Jan Perry, Council Member, Los Angeles City Council
The Honorable Don Knabe, Supervisor, Los Angeles County
The Honorable Michael Antonovich, Supervisor, Los Angeles County
The Honorable Mark Ridley-Thomas, Supervisor, Los Angeles County
The Honorable John A. Perez, Member, State Assembly, California
The Honorable Gil Cedillo, Member, State Assembly, California
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority
Members of the MTA Board of Directors
Mr. Arthur T. Leahy, CEO, Metropolitan Transportation Authority

cc: LTCC Board of Directors:

Alan Kumamoto, 1st Vice Chair, Kumamoto Associates
Frances Hashimoto, 2nd Vice Chair, Mikawaya Inc.
Mike Okamoto, Co-Secretary, Asian American Architects & Engineers Assoc.
Kei Nagao, Co-Secretary, J-Town Voice
Eric Kurimura, Nishi Hongwanji Buddhist Temple
Chris Aihara, Past Chair, Japanese American Cultural & Community Center
Tom Kamei, Past Chair, Japanese Chamber of Commerce of So. CA
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villa Homeowners Association
Irene Hirano, Founding Chair, Japanese American National Museum
Craig Ishii, Japanese American Citizens League
Goro Endo, Union Church of Los Angeles
Ken Kasamatsu, Pacific Commerce Bank
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Tatsushi Nakamura, Japanese Prefectural Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, SK Uyeda Investments
Hiroshi Yamaguchi, Japanese Community Pioneer Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

Subject: FW: [Metro.net] customer comment
Date: Monday, November 30, 2009 6:17 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Thursday, November 26, 2009 3:22 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: richard
Last Name: Schumacher
Email: schumach@texas.net
Phone:
URL:

The new fully underground concept is clearly superior. Make it so.

Someday you will have to do something about the tight radius curves at the 101 crossing.
That will become a bottleneck.

Subject: FW: little tokyo/art rail project vote
Date: Tuesday, December 1, 2009 12:28 PM
From: Ann Kerman <kermana@metro.net>
To: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Mountain Spring [mailto:mtn_ssshupring7@hotmail.com]
Sent: Tuesday, December 01, 2009 11:42 AM
To: Kerman, Ann
Subject: little tokyo/art rail project vote

hi!

i vote for underground raiing for above project. the project should be done so the business shops's income from clients would be minimally affected.

good security system against usage of rail as a get away means from the low income generated theives/criminals from area of east LA et. al must be also put in place regardless of the rail passage chosen.

i like the idea of using an economical and modern rail to little tokyo from sierra madre gold line station. the parking fee + gasoline costs \$10 now to get there from my home and i would go there more often with my mother for shoppings.

dorian nakamoto
a recident from
temple city, calif

Subject: FW: Go For Broke National Education Center's comments on Metro Connector 3rd build option

Date: Wednesday, December 2, 2009 12:30 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

From: Mary Graybill [mailto:mary@graybillcom.com]

Sent: Tuesday, December 01, 2009 12:43 PM

To: Regional Connector

Subject: Go For Broke National Education Center's comments on Metro Connector 3rd build option

Dear MTA Planners:

Continuing the connector line underground through the intersection at 1st and Alameda is a step in the right direction. But there are still significant concerns with the plan and its impacts on the Little Tokyo Community. To revisit our vote, we did not approve this option as presented but rather, we approved encouraging Metro to develop it.

First, we believe it would be better long-term, and demonstrate greater vision and better planning for future transit needs, to locate the station on a lower level of Nikkei Center instead of on the Office Depot parking lot. Construction on this now vacant parcel will have less impact. A station there would be more convenient to City Hall and the Federal Building. It's close to the Arts District. And it's an easy walk for all of Little Tokyo.

Second, the taking of the Office Depot property and the years of construction on that parcel will not only impact residents of the Savoy but also all the surrounding businesses and organizations, including those across the street on 2nd and those to the west on Central. Elimination of the parking creates access problems for people wanting to go to one of the affected businesses. Ray explained the boring machine

constraints but I expect that another solution can be found.

Third, cut-and-cover construction through the 1st and Alameda intersection will again create a traffic nightmare. It will seriously impact Savoy residents, JANM and nearby businesses. And logistically, one wonders how the contractor is going to cut and cover under the new Eastside Gold Line tracks.

Fourth, the City of LA needs the sales-tax increment from the impacted businesses. The City and its services are already suffering. The economy may be improving but no government agency can afford to lose funding.

Most of us involved in the Little Tokyo Community are very comfortable with public transit and appreciate its convenience. Our experience is not limited to New York or Washington, DC, but rather, the majority of people in the community have traveled on systems in other countries, including Japan, the benchmark for public transit; Taiwan with its new high-speed rail running the length of the island nation and train stations under office towers and shopping centers; Bangkok where an elevated system runs above old, established parts of the City; Singapore where everything is bright, shiny and easy to use; and/or fast-developing Shanghai. In addition, many of us have also used public transit in Paris and other European capitals with old, established subway and rail systems.

We want to thank Metro for bring this option forward and for continuing to develop it.

Very best regards,

Mary Graybill

for Go For Broke National Education System