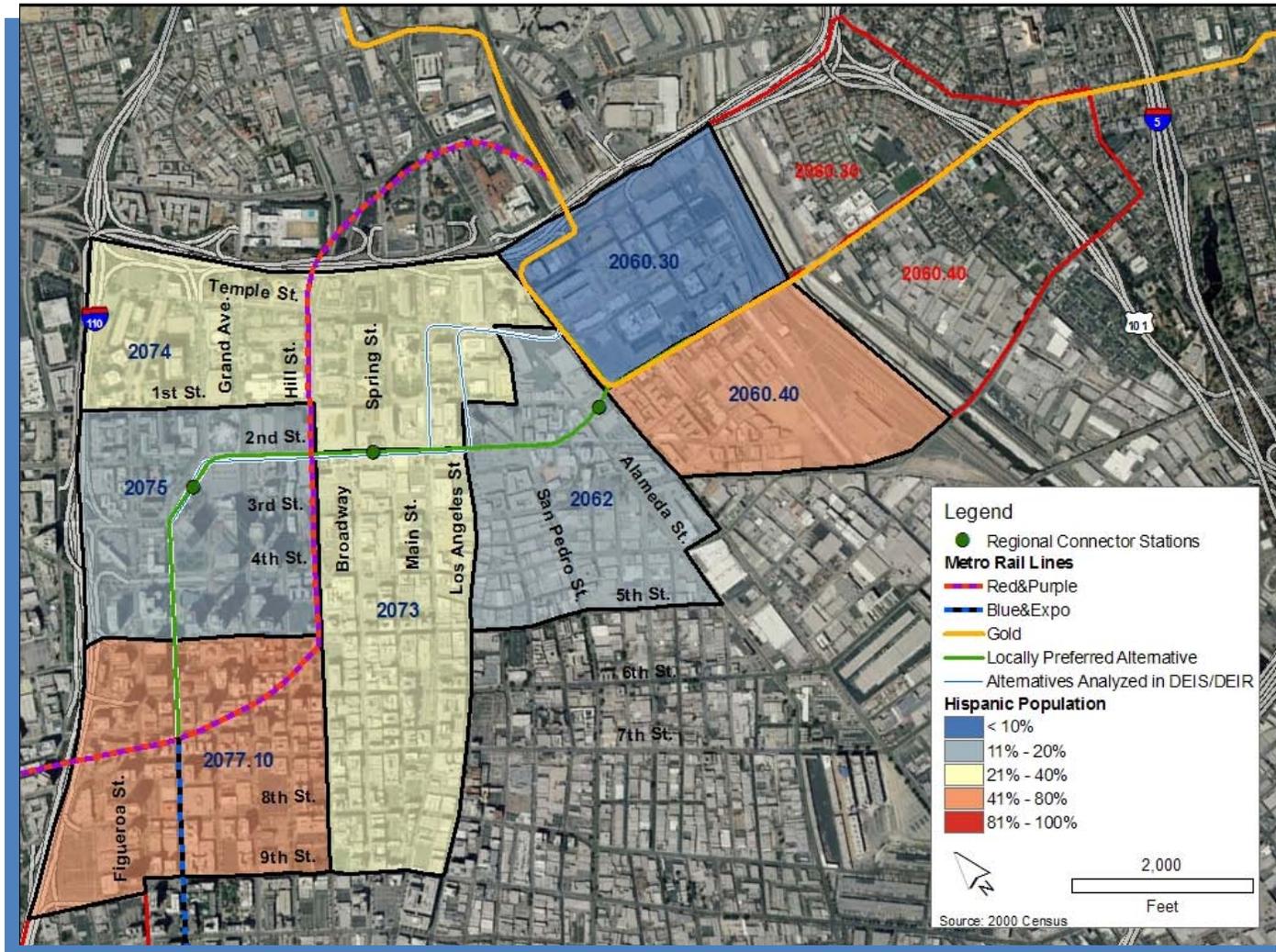


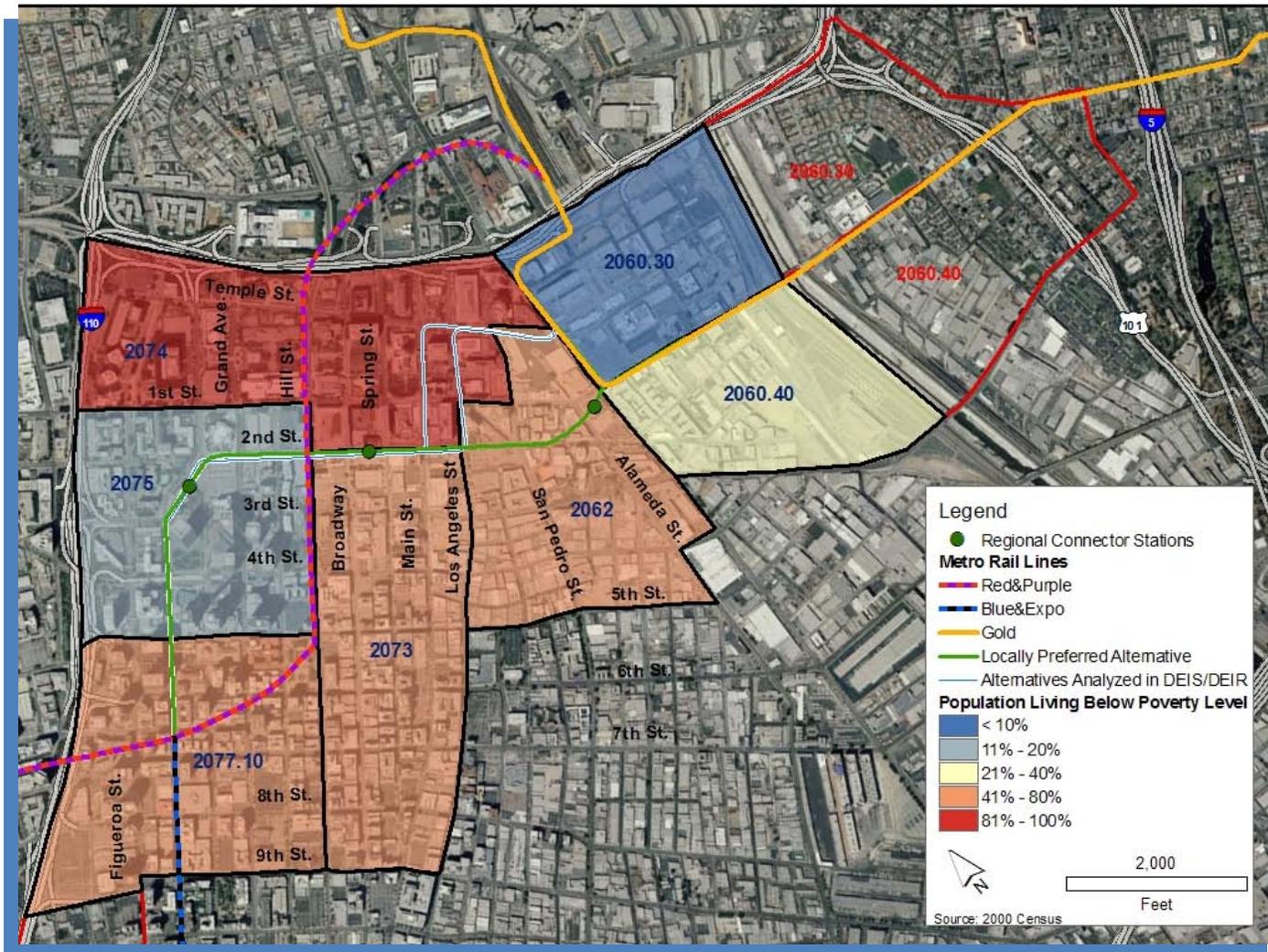
Source: U.S. Census Bureau,  
Summary File 3, 2000

Figure 4.17-5. Ethnicity, Other Races Population in Study Area



Source: U.S. Census Bureau, Summary File 3, 2000

Figure 4.17-6. Ethnicity, Hispanic Population in Study Area



Source: U.S. Census  
Bureau, Summary  
File 3. 2000

Figure 4.17-7. Percentage Population Living Below Poverty Level in Study Area

*Limited English Proficiency*

Based on 2000 Census data, approximately 30 percent of households in the study area were linguistically isolated. This means that all members in the household over age five either spoke English poorly or not at all. The percentage of LEP population in the study area was substantially higher than the County (16 percent) but lower than the City (33 percent). Approximately 63 percent of the linguistically isolated population (1,804 persons) in the study area spoke an Asian or Pacific Island language. Approximately 35 percent (971 persons) spoke Spanish, Japanese, and Korean. During both the Draft and Final EIS/EIR studies, Spanish, Korean, and Japanese translators were available at all public meetings. In addition, all printed outreach materials were also translated into these languages.

*2008 Downtown Demographic Study*

According to the *Downtown Demographic Study (2008)* conducted by the Downtown Center Business Improvement District, the ethnic composition of the downtown area changed from 17 percent white in 2000 to 54 percent White in 2008, 35 percent Hispanic in 2000 to 17 percent Hispanic in 2008, and from 19 percent African American in 2000 to eight percent African American in 2008. Overall, minority percentage changed from 83 percent in 2000 to 46 percent in 2008. Median Household income increased from \$15,637 in 2000 to \$96,200 in 2008. Table 4.17-2 compares data from the Downtown Demographic Study to data for both the City and the County of Los Angeles from the 2008 U.S. Census American Community Survey. While the 2000 Census data indicated that the low-income and minority populations in the study area were meaningfully greater than the City and County of Los Angeles, this more recent data no longer supports that conclusion.

**Table 4.17-2. Summary of Demographic Characteristics –  
Downtown Comparison to City and County of Los Angeles (Year 2008 Data)**

Characteristic	Downtown Demographic <sup>a</sup>	County of Los Angeles <sup>b</sup>	City of Los Angeles <sup>b</sup>
Total Population (persons)	40,000	9,862,049	3,803,383
Median Household Income	\$96,200	\$55,499	\$48,882
Minority Percentage	46%	71%	71%

Sources:

<sup>a</sup> 2008 Downtown Demographic Study, Downtown Center Business Improvement District

<sup>b</sup> U.S. Census Bureau, 2008 American Community Survey

*Field Studies*

The year 2000 Census data does not reflect the demographic and land use shifts that have occurred in downtown Los Angeles during the last ten years. 2000 Census data indicated that residents in each downtown tract were mostly low-income and racial minorities, though not ethnically homogenous. Field analysis undertaken for the Regional Connector project revealed that the downtown population through the Financial District and Bunker Hill areas is becoming

more affluent and the percentage of minorities is decreasing as evidenced by the 2008 Downtown Demographic Study. Field analysis methods included walking the corridor and taking note of existing and new development. Over the last ten years, there have been many residential lofts created either by converting historic buildings, constructing new buildings, or converting apartment buildings to condominiums.

In addition to the proposed project alignments, the locations of truck haul routes with respect to environmental justice populations were also evaluated in the field. The proposed truck haul routes would travel through industrial areas directly to the freeway or along downtown streets. Environmental justice populations were not found in these areas.

The most visible minority community in the study area is Little Tokyo. According to the Little Tokyo Service Center (LTSC), the current population of Little Tokyo is approximately 2,300 persons. The demographic character of Little Tokyo is approximately 45 percent Japanese, 34 percent Korean, 8 percent White, 5 percent Chinese, 4 percent Hispanic or Latino, 2 percent Black or African American, 1 percent other Asian, and 1 percent other (LTSC 2009).

Like the rest of the study area, Little Tokyo contains a mix of income levels and ethnicities. However, it is one of only three remaining Japantowns in the United States, and is a historic cultural center of national importance. Prior to World War II, Little Tokyo was the largest Japanese American community in the country. Its Japanese American population has since decreased in size and most of the Japanese American population has migrated to the suburbs, but Little Tokyo remains a historic and cultural focal point for Japanese Americans both in Los Angeles and throughout the United States. It houses important cultural institutions, such as the Japanese American National Museum (JANM), and a portion of the neighborhood is designated as a historic district on the National Register of Historic Places. Impacts to Little Tokyo would affect not only local residents, but also the cultural footings of Japanese Americans nationwide. Comments received during scoping emphasized this unique national significance. As such, the environmental justice analysis focuses heavily on impacts to Little Tokyo.

### 4.17.3 Environmental Impacts/Environmental Consequences

The USDOT Order defines a disproportionately high and adverse effect on minority and low-income populations as “an adverse effect that:

- (1) is predominantly borne by a minority population and/or a low-income population, or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.”

In assessing a transit improvement project’s compliance with Executive Orders 12898 and 13166 regarding environmental justice and LEP populations, there are three major considerations:

- Whether the project provides transit service equity.
- Whether any potential adverse impacts during either construction or operations of the project would be disproportionately borne by low-income and minority communities.
- Whether low-income and minority communities have had opportunities to actively participate in the planning of the project in a manner to shape route alignment alternatives, design elements, or other project features that would minimize or avoid impact to their community.

The environmental justice impacts and consequences discussed in the following sections were determined using the above guidance. This section discusses the environmental topics where adverse impacts would occur and then determines if the adverse impact disproportionately affects an environmental justice population. If so, mitigation measures are discussed and the level of impact after mitigation is noted. Table 4.17-3 includes a summary of the adverse environmental justice impacts for all of the alternatives considered.

Field reconnaissance and extensive ongoing public outreach efforts have confirmed the change in demographics within the study area. Environmental justice populations in the study area declined between 2000 and 2008 (Downtown Demographic Study 2008). Field work performed for the Draft EIS/EIR found the most concentrated minority population located in Little Tokyo. Environmental justice populations (LEP, low-income, minority, elderly, etc.) elsewhere along the alignment were not observed either through more recent demographic data or field survey to be meaningfully greater than the surrounding areas. This was also confirmed by input received during the extensive public outreach process conducted for both the Draft and Final EIS/EIR. Due to its minority concentration as well as the cultural and historic significance of the community, Little Tokyo is the only geographic area and population considered an environmental justice population in the study area for the purposes of this analysis.

To address issues raised by the Little Tokyo community during and after scoping for the Draft EIS/EIR, Metro assisted the community in establishing the Little Tokyo Working Group (LTWG). At the group's request, Metro also provided funding for a consultant to assist the community in understanding the potential project impacts in order to develop mitigation that would be meaningful to the community. More detail about the working group may be found below in Section 4.17.3.5, LPA impacts, and in Section 4.17.4.2, Mitigation Measures Suggested by the LTWG. Additional demographic information about the study area and details regarding outreach activities conducted in Little Tokyo are available in Chapter 7, Public and Agency Outreach, Appendix EE, Environmental Justice Technical Memorandum, and summarized in this section.