

**Regional Connector Transit Corridor
Final Environmental Impact Statement/
Final Environmental Impact Report**

VOLUME F-3



RESPONSES TO COMMENTS ON THE
DRAFT EIS/EIR (continued)

RESPONSES TO COMMENTS ON THE DRAFT EIS/EIR

Introduction

The Regional Connector Transit Corridor Project Draft EIS/EIR was made available to identified stakeholders, agencies, and the general public for review and comment for a 45-day review period from September 3, 2010 through October 18, 2010. During the public review period, Metro held two public hearings to receive oral and written testimony on the Draft EIS/EIR from the general public.

Volumes F-2 and F-3 of this Final EIS/EIR contain copies of all written comments and public hearing transcripts, and provide written responses to all comments received on the Draft EIS/EIR. A total of 195 comment letters were received during the public review period, including written materials submitted at the two public hearings. Comments were also submitted in the form of oral testimony at those hearings. A total of 44 public testimonies were recorded at the public hearings. Overall, a total of 1,030 individual comments were received on the Regional Connector Transit Corridor Project Draft EIS/EIR.

The format for the responses to comments presents each comment letter/hearing transcript, bracketed into separate comments, followed by corresponding responses to each individual comment of that comment letter/hearing transcript. The comment letters/hearing transcripts and responses are organized and grouped into the following categories based on the affiliation of the commenter as follows:

Letter/Speaker ID Prefix	Description
AF	Federal Agency
AL	Local Agency
AR	Regional Agency
AS	State Agency
BU	Businesses and Business Groups
CN	Community Groups and Non-Profit Organizations
PC	Public Comment
PHA	The first public hearing held on September 28, 2010
PHB	The second public hearing held on October 4, 2010

To assist the reader's review and use of the responses to comments, two indices that provide the commenter name, affiliation, and comment letter/speaker identification designator (e.g., PC1) for each comment letter are provided below. The first index lists all the comment letters by comment letter/speaker identification designator and the second lists all of the comment letters alphabetically by commenter's last name.

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AL5	County of Los Angeles - Department of Public Works	Farber	Gail	F2-94	F2-98
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AL7	City of Los Angeles, BSL	Batikian	Silva	F2-102	F2-103
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Fishel	Alan	PHA1		F3-354	F3-422
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Frevele	Dave	PC72		F3-178	F3-180
Frevele	Dave	PHA14	Electric Railway Historical Association	F3-388	F3-438
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Handa	Toshio "Terry"	PC115	Japanese American Cultural and Community Center	F3-307	F3-308
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Johnston	Mark R.	PC37	NARP-TRAC-PRS	F3-86	F3-92
Kahn	Aaron	PC62		F3-148	F3-149
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Kawaratani	Yukio	PC30		F3-71	F3-72
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Kay	Greg	PHA4		F3-364	F3-425
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Masuda	Etsuko	BU40	Teishokuya of Tokyo	F2-344	F2-345
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Mendiores	Rupert	PC45		F3-111	F3-112

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Potter	Meghan	CN5	Japanese American Citizens League - Pacific Southwest District	F2-385	F2-387
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Ricci	Thomas S.	BU36	Thomas Properties Group Inc.	F2-328	F2-332
Roderick	Trina	PC15		F3-36	F3-37
Rumme	Daigaku	CN21	Zenshuji Temple	F2-487	F2-488
Sachs	Arnold	PHB13		F3-479	F3-504
Sakamoto	Tadao	PC94		F3-230	F3-231
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Schumacher	Richard	PC74		F3-183	F3-184
Sein	Christina	PC71		F3-176	F3-177
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Simonian	Irene Tsukada	BU3	Bunkado, Inc.	F2-141	F2-142
Sitty	Rani	PC50		F3-122	F3-123
Smith	Jim	BU27	Japanese Village Plaza	F2-290	F2-291
Springer	Jay	PHA16		F3-394	F3-440
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Suzuki	Kenji	BU23	Suehiro Café, Inc.	F2-305	F2-306
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Tae	Susan	PC109	Savoy MTA Committee	F3-285	F3-287
Taiyoshi	Elaine	BU12	Little Tokyo Arts & Gifts	F2-181	F2-183
Takashima	Wilbur	PC69		F3-162	F3-163
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Todd	John R.	AL1	County of Los Angeles - Fire Department	F2-14	F2-16
Tong	Kam	PC13		F3-32	F3-33
Tooley	Eric	PC8		F3-22	F3-23

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Walker	Daniel	PC46		F3-113	F3-114
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Watanabe	Bill	CN1	Little Tokyo Community Council	F2-351	F2-360
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Watanabe	Bill	CN20	Little Tokyo Community Council	F2-477	F2-486
Watanabe	Bill	PHA9	Little Tokyo Community Council	F3-374	F3-430
Watson	Dianna	AS1	State of California - Department of Transportation, District 7	F2-123	F2-125
Westwater	Brady	PC102		F3-263	F3-265
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Witte; Broad	William A.; Eli	BU28	Related/Companies, L.P./Grand Avenue L.A., LLC/The Broad Collection	F2-293	F2-300
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Yen	Brigham	PC21		F3-50	F3-51
Yick	Andrew	PC53		F3-129	F3-130
Yoon	Young S.	PC40		F3-99	F3-100
Yoon	Simon S.	PC92		F3-226	F3-227
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PC2		Wright	Jerard
PC3		Covarrubias	Joel
PC4		Popov	Yuri O.
PC5		Tower	Carlos
PC6		Mason	Matt
PC7		Kassimir	Spencer V.
PC8		Tooley	Eric
PC9		Helfand	Morley
PC10		Furlong	Aaron
PC11		Bilski	Jonathan
PC12		Herrasti	Jose
PC13		Tong	Kam
PC14		Gonzalez	Rachel
PC15		Roderick	Trina
PC16		Magdaleno	George
PC17		Mandel	John
PC18		Alossi	Rich
PC19		Egdal	David
PC20		Kassimir	Spencer V.

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC21		Yen	Brigham
PC22		Donato	Carol
PC23		Hymel	Chad
PC24		Federis	Frank
PC25		Ho	Jean
PC26		Covarrubias	Joel
PC27		Aldava	Lawrence
PC28		Howard	Les
PC29		Hogge	Richard
PC30		Kawaratani	Yukio
PC31		Baisez	Christine
PC32		Montijo	Jorge
PC33		Lee	Nelson
PC34		Axelrod	Steve
PC35		Avitabile	Travis
PC36		Zhao	Yuqiao
PC37	NARP-TRAC-PRS	Johnston	Mark R.
PC38		Salumbides	Romeo
PC39		Lim	Teressa
PC40		Yoon	Young S.
PC41		Grewal	AnnMarie

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC42		Garcia	Dan
PC43		Gove	John
PC44		Aima	Matthew
PC45		Mendiores	Rupert
PC46		Walker	Daniel
PC47		Chen	Jay
PC48		Percus	Allon
PC49		Myers	Joseph
PC50		Sitty	Rani
PC51		Gross	Spencer
PC52		Adelman	Charles
PC53		Yick	Andrew
PC54		Moore	David G.
PC55		Axelrod	Rise B.
PC56		Axelrod	Steven
PC57		Hom	Japhet
PC58		Centeno	Adriana
PC59		Santana	Elana
PC60		Berk	Fred
PC61		Barnes	Jason
PC62		Kahn	Aaron

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC63		Lo	Derrick
PC64		Cheung	Domino
PC65		Lu	Grace
PC66		Oh	Jannie
PC67		Ortiz	Lupe
PC68		Marks	Wally
PC69		Takashima	Wilbur
PC70		Havens	Alan D.
PC71		Sein	Christina
PC72		Frevele	Dave
PC73		Orona	Phil
PC74		Schumacher	Richard
PC75		Lin	Susan
PC76		Kawaratani	Yukio
PC77		Davidson	Christopher
PC78		Yasuda	Hiroko
PC79		Hur	Jenny
PC80		Mochizuki	John
PC81		Hirase	Kikue
PC82		Kim	Kun Ja
PC83		Shinchi	Masumi

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC84	Metcalf Associates	Metcalf	Michael
PC85		Koh	Mija
PC86		Iki	Nobuko
PC87		Mochizuki	Noriko
PC88		Volk	Robert D.
PC89		Nishimura	Sakiko
PC90		Chang	San Ok
PC91		Koh	Sang Soo
PC92		Yoon	Simon S.
PC93		Kim	Suk Hee
PC94		Sakamoto	Tadao
PC95		Wakayama	Tsutae
PC96		Obana	Yaeko
PC97		Sakamoto	Yoshiko
PC98		Altamirano	Jaime
PC99	Higgins Lofts	Agnew	Jonno
PC100		Chaiken	Stacie
PC101		Garza	Bobby
PC102		Westwater	Brady
PC103		Fung	Hank
PC104		Springhetti	Joan

Comment Letter/ Speaker	Affiliation	Last Name	First Name
PC105		Montijo	Jorge
PC106		Walker	Justin
PC107	Savoy MTA Committee	Yeh	Paul
PC108		Wang	Sidney
PC109	Savoy MTA Committee	Tae	Susan
PC110		Levey	Sam
PC111		Fishel	Alan
PC112	Westwood South of Santa Monica Blvd. HOA	Broide	Barbara
PC113	Downtown Los Angeles Neighborhood Council	Brown	J. Russell
PC114	The Transit Coalition	Alpern	Ken
PC115	Japanese American Cultural and Community Center	Handa	Toshio "Terry"
PC116	Little Tokyo Community Council & Tokyo Villa HOA	Nishimura	Howard
PC117		Byun	Myunghee

Subject: FW: Little Tokyo station name
Date: Tuesday, September 14, 2010 12:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

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

From: James Fujita [mailto:jim61773@yahoo.com]
Sent: Friday, September 03, 2010 2:26 PM
To: Regional Connector
Subject: Little Tokyo station name

I hear that the MTA has recently released the Draft EIR for the Regional Connector. Good! I am glad to hear that this vital project is moving forward.

] 1

However, I am concerned that recent documents show the Little Tokyo train station does not have the name Little Tokyo.

The new station at 2nd and Central will clearly be in the very heart of Little Tokyo. It is not on the border of Little Tokyo and the Arts District like the existing Little Tokyo/Arts District station.

] 2

I would hope that if the existing Little Tokyo station is destroyed in the process of building the new station, that the new station be given the name "Little Tokyo."

The Little Tokyo community has fought hard to have the all-underground option; and they have fought hard to preserve the community of Little Tokyo as a Japanese-American community. They deserve recognition for their efforts.

I am also curious to know where the station entrances will be. I would hope that at least one entrance would face north towards the Japanese American National Museum.

] 3

Little Tokyo deserves a Little Tokyo station. Thank you,

- James Fujita

PC1

Responses to Comments from Fujita, James

Response to Comment PC1-1

Comment acknowledged.

Response to Comment PC1-2

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 PC1-3

Station entrances are shown in the station plans included in Final EIS/EIR Appendix 1, Updated Locally Preferred Alternative Drawings.

September 3, 2010 (updated October 17, 2010)

To the Regional Connector Project Team,

I support the Underground AND Fully Underground options for the Regional Connector. Both options are cost-effective, both will enable Metro to acquire FTA New Starts funding and I support leaving the 5th/Flower station for the FEIR as a design option to enable Metro staff to come up with either new suggested funding strategies OR urban design strategies to cover this gap. 1

Funding Strategy

- DEIR assumes only a 50% FTA New Starts match, maybe Metro could assume a 60% Federal funding match as this project is rated High in Cost-effectiveness one of the few projects that is rated 'High' per the FTA rules. 2
- DEIR makes no mention or use of Local Prop A and C funding. The Regional Connector could learn from the Eastside Gold Line and get creative in the funding to use some Prop A and C funds to fund the non-subway components of the project like the Pedestrian bridge that would link the Upper Grand Avenue to the Bunker Hill station, or the 1st St. widening to build the new portal, the re-stripping and repaving of Flower street from 3rd to 5th Street (this could also work as an urban design component in lieu of a 5th/Flower Station), the property take of the DWP Maintenance site to build the new portal incline as a portion of it is not fully underground or in open-cut therefore going around the Prop. A and C ban on subway funding. 3
- Have the property owners chip in for the cost of the station at 5th/Flower. 4

Urban Design Strategy

The key to making the urban design strategy work for the Regional Connector is to leave the 5th/Flower station into the DEIR as a design option; much like it is done with other recent DEIR's such as Crenshaw Corridor and Expo Phase 2. 5

- *It enables the project team to work with stakeholders to look at pedestrian and streetscape improvements that can be incorporated into tying the 5th/Flower area to the Bunker Hill Station.*
- *Combining the Bunker Hill and Financial District stations into a 'super-station' that would have additional entrances around 3rd/Flower or 4th/Flower to tie into the main platform.* 6

Personally, if there is a station that should be considered for removal it is the 2nd/Broadway one as it appears to be the weakest of the 4 stations. With the Broadway Streetcar connecting at Bunker Hill, Financial District AND Convention Center which would also serve the Regional Connector, this portion can be served by the streetcar and actually strengthen the utility of the streetcar by linking this at other areas. 7

Thank you for your time and continued efforts on this essential project for the Greater L.A. region and keep up the great work. 8

Sincerely,
Jerard Wright

PC2

Responses to Comments from Wright, Jerard

Response to Comment PC2-1

Support for the Underground Emphasis LRT Alternative and Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th 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 4th/Flower Streets area to the existing 7th 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 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-2

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). Refer to Chapter 6, Cost and Performance Considerations and Summary Comparison of Alternatives, of this Final EIR/EIR.

Response to Comment PC2-3

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 PC2-4

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/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-5

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th 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 4th/Flower Streets area to the existing 7th 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 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-6

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The station at 2nd and Hope Streets is included in the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th 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 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC2-7

Preference for removal of the 2nd/Broadway station instead of the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative.

Response to Comment PC2-8

Thank you for your comment.

Subject: FW: Thank You, But...

Date: Tuesday, September 14, 2010 12:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Joel Covarrubias [mailto:JCovarrubias@Loopnet.com]
Sent: Friday, September 03, 2010 4:50 PM
To: Regional Connector
Subject: Thank You, But...

Hello,

First I just want to say how much I (one member of the public) appreciate all the hard work that went into the DEIR (and for that matter, the Westside Extension DEIR too). This is a great start to an excellent transit facility for the people of Los Angeles.] 1

Having said that, I am not happy about the new names given to the stations. The names should reflect a sense of place. The new names are unambiguous but cold, technically correct but unmemorable. They add nothing to the cultural landscape of Downtown. Not to mention the fact that replacing the "Little Tokyo" name with 2nd/Central is an insult to the community which has put up with so much related to rail construction.] 2

I recommend using the following names:

- **Central Library**
- **Bunker Hill** and/ or **Disney Hall**
- **Broadway**
- **Little Tokyo**

Again, thank you for your time, and have a great (long) weekend.

Thank You,

Joel Covarrubias

PC3

Responses to Comments from Covarrubias, Joel

Response to Comment PC3-1

Thank you for your comment.

Response to Comment PC3-2

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.

Subject: FW: Draft EIS/EIR comments
Date: Tuesday, September 14, 2010 12:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: Yuri Popov [mailto:yopopov@gmail.com]
Sent: Friday, September 03, 2010 10:29 AM
To: Regional Connector
Subject: Draft EIS/EIR comments

This is my formal comment on Draft EIS/EIR.

I strongly support the Fully Underground LRT Alternative. This alternative has the highest ridership potential, the shortest travel times, the greatest connectivity of the rail network, and low operating budget. So, it satisfies all the criteria of a successful rail transit project. As for its high capital cost - well, we are building the future of our region, and we cannot really afford to build it cheaply and badly. We build it once, but we will have to live with it forever. Therefore, Fully Underground LRT Alternative should be chosen as the locally preferred alternative.

1

Sincerely yours,
Yuri O. Popov, Ph.D.

PC4

Responses to Comments from Popov, Yuri O.

Response to Comment PC4-1

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.

Subject: FW: [Metro.net] customer comment
Date: Tuesday, September 14, 2010 12:14 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Saturday, September 04, 2010 10:56 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Carlos
Last Name: Tower
Email: clostower@gmail.com
Phone:
URL:

9/4/10

To Whom it May Concern:

I am very pleased with the progress and planning of the Regional Connector project. As a former resident of the San Gabriel Valley, this project is in dire need. I consistently take the metro to LAX, so originating from the gold line I transfer three times to get there. Each transfer, I typically wait five to ten minutes for the next train and that adds up to an additional 30 minutes. The connector will decrease my transfers to one and decrease the travel time by 20 minutes, so needless to say, I'm very ecstatic of the time I will save. There are a number of other occasions where such transfers are necessary, like heading to staples center or downtown.

1

I reviewed the DEIR. I'd like to say that both the underground option and the completely underground option are terrific and preferred over the other options.

2

Is Metro aware of the proposed land swap for the Federal courthouse parcel and the Parker Center Parcel. I bring this up because of the location of the Federal courthouse on Hill and 2nd. It was always a glaring omission to me that there wasn't a transfer hub at the Civic Center station for the regional connector and the red/purple lines. Building an additional station only one block from the existing civic center station seems illogical, but now with the possible switch of these two parcels, there is an incredible opportunity to expand the Civic Center station to this parcel and creating an underground transfer hub. The station for the regional connector would be located on 2nd between Hill and Broadway and an underground transfer plaza can span over to 1st and Hill, bypassing any pedestrian crossing. Right now, the proposed station in the completely underground option is on 2nd between Broadway and Spring, creating a great obstacle for metro riders to transfer in this area. An entrance for this transfer hub that I am proposing will still be at 2nd and Broadway servicing this LA Times area and connecting it to the Civic Center station as well. Without this proposed Civic Center hub the alternative is to transfer at Union station or 7th St and that is fine for commuter travel and long distance travel, but for those traveling within downtown, the more options the better, as is the case with any transit system.

3

I hope it is not too late for Metro to consider this proposal in it's planning.

Thank You,
Carlos Tower

PC5

Responses to Comments from Tower, Carlos

Response to Comment PC5-1

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

Response to Comment PC5-2

Thank you for your comment. Support for the Underground Emphasis LRT and Fully Underground LRT Alternatives 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 PC5-3

Metro is aware of the proposed project, as indicated in Table 4.19-6 of the Draft EIS/EIR and Section 4.19, Cumulative Impacts, of this Final EIS/EIR. The primary transfer points between the light rail system and the heavy rail system would occur at Union Station and 7th Street/Metro Center Station. An additional transfer point at Civic Center Station would be redundant, though the station would be approximately one to one-and-a-half blocks away, which is within walking distance. Metro is anticipating connections to other transit routes, such as the proposed downtown streetcar, at the 2nd/Broadway station.

Subject: FW: [Metro.net] customer comment
Date: Tuesday, September 14, 2010 12:15 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Monday, September 06, 2010 11:24 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Matt
Last Name: Mason
Email: mattmason999@yahoo.com
Phone:
URL:

I urge you to keep the name Little Tokyo for that station as well as look at changing station names across the MetroRail system to more recognizable neighborhood/landmark names.

For example, no one knows where Memorial Park is, but almost everyone knows Old Town Pasadena, so why not name it that. The same applies for 2nd/Central and Little Tokyo. For the all important tourist industry this is much more important.

1

Thank you...

PC6

Responses to Comments from Mason, Matt

Response to Comment PC6-1

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.

Subject: FW: Draft Study

Date: Tuesday, September 14, 2010 12:15 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Spencer Kassimir [mailto:spencer.kassimir@gmail.com]

Sent: Monday, September 06, 2010 7:36 AM

To: Regional Connector

Subject: Draft Study

To Whom It May Concern:

Though I am greatly looking forward to the opening of the regional connector, I am a little confused as I was under the impression that the routes connected would be Culver City to Pasadena and Long Beach to East Los Angeles. Why was there this change? I believe that these routes would be much more effective based on the passenger reports that I have reviewed.

1

I look forward to hearing your answers and comments.

Best,

--

Spencer V Kassimir

PC7

Responses to Comments from Kassimir, Spencer V.

Response to Comment PC7-1

The proposed Long Beach-Pasadena and East Los Angeles-Culver City routes have been used consistently since the Alternatives Analysis phase of the project, which concluded in early 2009. Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted.

Subject: FW: Regional Connector Underground Option Comments
Date: Tuesday, September 14, 2010 12:16 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: Eric Tooley [mailto:erictooley1@mac.com]
Sent: Friday, September 10, 2010 8:47 AM
To: Regional Connector
Subject: Regional Connector Underground Option Comments

My comments about the Draft Environmental Impact Statement for the Regional Connector:

I support the regional connector and feel it will finally connect downtowns 2 (soon to be 3) light rail lines into one cohesive system. In addition the new downtown stations will enhance my use of the downtown. I support the fully underground option, I feel it will best handle the traffic flow and cause the least delays. I would use all of new stations proposed, although mostly the little Tokyo station since I visit the area often. I am wondering what would happen to the current little Tokyo station, if it would be demolished or converted into a small park. I think the later would serve the area better. The new station and 2nd and Central should be called the "Little Tokyo" station, not 2nd and Central. It wont be easy to build, but it will be worth it for the future of a cleaner Los Angeles. Easier access to a more fully connect rail system will serve as an excellent alternative the horrible experience of driving, which I tend to avoid as much as I can.

]1
]2
]3
]4
]5

Thanks

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

PC8

Responses to Comments from Tooley, Eric

Response to Comment PC8-1

Thank you for your comment. Support for project is noted.

Response to Comment PC8-2

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 PC8-3

The current Little Tokyo/Arts District Station would be taken out of service once the Regional Connector opens. Metro will explore possible future uses for the station or its eventual removal with input from the community.

Response to Comment PC8-4

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 PC8-5

Thank you for your comment.

Subject: FW: [Metro.net] customer comment
Date: Tuesday, September 14, 2010 12:17 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Friday, September 10, 2010 9:55 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Morley
Last Name: Helfand
Email: mhelfand@mountsinaiparks.org
Phone: (323)769-1346
URL:

Now that Metro is finally able to get Los Angeles back "on track" after the unnecessary hiatus of rail traffic for the past several decades, the planning for "through traffic" seems to be dragging Metro down instead of giving it a boost. Case in point, the Regional Connector should have been part of the original design for the Blue and Gold (and now the Expo) Lines in the first place. We found ourselves transferring from one to another, wasting time and energy and costing more for each transfer. The time has come to give the public the entire transit plan, including rail access into (not just near) LAX airport and to once and for all create a "Master Plan" that can be adhered to and one that will make sense for all communities and transit patrons. By all means GO with the Regional Connector but look at all the upcoming plans for the Red and Purple Lines and don't make the same mistakes over again. The Orange Line will someday become a rail line, and that too, should be taken into account for proper connectability with existing lines and yet-to-be proposed lines. Congratulations on moving forward, just make sure it's going to be beneficial to all. Morley Helfand.(Arcadia, CA)

1

PC9

Responses to Comments from Helfand, Morley

Response to Comment PC9-1

Metro's 2009 Long Range Transportation Plan (LRTP) serves as the long-term master plan for the transit system. The Regional Connector is being planned in a way that is consistent with other corridor projects identified in the LRTP.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:40 PM
To: Leung, Julie
Subject: FW: Public Comments

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:27 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: Public Comments

From: Aaron Furlong [mailto:aaronfurlong@sbcglobal.net]
Sent: Tuesday, September 14, 2010 1:58 PM
To: Regional Connector
Subject: Public Comments

Hello,

I live in Santa Monica and work in downtown Los Angeles. I would like to request that any Regional Connector plan include bike paths and/or spacious and well marked bike lanes. I currently commute by a bike only a few times each month. I would ride more if there were safer alternatives to what is now available. Additionally I would prefer to ride rather than take any metro option, especially when the weather outside is nice, which it usually is.

1

Thank you,

Aaron Furlong

PC10

Responses to Comments from Furlong, Aaron

Response to Comment PC10-1

The Regional Connector would include bicycle lockers and racks at stations where feasible to facilitate bicycle use, as noted in Section 3.3.5.2.4 of the Draft EIS/EIR and this Final EIS/EIR. Since the alignment is entirely underground, few alterations to existing streets would occur. The Regional Connector does not include any new bike lanes along the alignment, but would not preclude the City of Los Angeles from installing bike lanes near the alignment in the future.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:42 PM
To: Leung, Julie
Subject: FW: New Little Tokyo Station

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:29 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: New Little Tokyo Station

From: Jonathan Bilski [mailto:paulrelca@gmail.com]
Sent: Tuesday, September 14, 2010 11:29 PM
To: Regional Connector
Subject: New Little Tokyo Station

Hey I use the Metro all the time I think it's foolish that the new station your trying to build will be called Second and Central instead of Little Tokyo. It'll just confuse people instead of just being Little Tokyo. Please give it the name it deserves.

1

PC11

Responses to Comments from Bilski, Jonathan

Response to Comment PC11-1

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.

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:41 PM
To: Leung, Julie
Subject: FW: Regional Connector

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:28 PM
To: 'Ginny Brideau'; Clarissa Filgioun; Roybal, Dolores; Cornejo, Laura
Subject: FW: Regional Connector

From: Jose Herrasti [mailto:jherrasti@gmail.com]
Sent: Tuesday, September 14, 2010 7:48 PM
To: Regional Connector
Subject: Regional Connector

I am a resident at the Higgins building on 2nd Street between Spring Street and Main Street. I support the city's effort to build the regional connector, however I am against the At-Grade Emphaisi LRT and the Underground Emphasis LRT.

] 1

I support the fully underground LRT
The reason for my support of this option is that unlike the other alternatives the urban environment and fabric around the Higgins, the LA Times, the police building, the Caltrans building, the surrounding streets and neighborhood, and Little Tokio will remain as they are. The at grade option will rupture the urban fabric, splitting the neighborhood into 2 pieces at either side of the tracks.

] 2

Another concern I have is the noise of having a surface train running at street level below my window. A third concern is the modification (increased width or removal of vehicular circulation) of 2nd street and the historical 2nd street tunnel.

] 3

A fourth concern is the effect that a surface rail track will have on vehicular circulation and traffic in the area.

] 4

] 5

I support the Fully Underground LRT
I oppose the At-Grade Emphasis LRT
I oppose tyhe Underground Emphasis LRT

] 6

Sincerely,

Jose Herrasti
Resident at 108 W 2nd Street (Higgins Building)

PC12**Responses to Comments from Herrasti, Jose****Response to Comment PC12-1**

Comment acknowledged.

Response to Comment PC12-2

Comment acknowledged. The Fully Underground LRT Alternative has been designated as the Locally Preferred Alternative.

Response to Comment PC12-3

Noise impacts associated with operation of the At-Grade Emphasis LRT Alternative were analyzed in Section 4.7, Noise and Vibration, of the Draft EIS/EIR and this Final EIS/EIR, which included analysis of noise generated from LRT vehicle pass-by, and were determined to be less than significant. Nonetheless, the Fully Underground LRT Alternative, which was designated by the Metro Board of Directors on October 28, 2010 as the Locally Preferred Alternative, would be below-grade when traveling past the Higgins Building. Therefore, noise generated from LRT vehicle pass-by would not affect residents of the Higgins Building.

Response to Comment PC12-4

After implementation of the mitigation measures listed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, the Locally Preferred Alternative would not cause modifications or adverse impacts to the 2nd Street Tunnel.

Response to Comment PC12-5

Comment acknowledged. 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 would operate underground. Therefore, the concern stated in this comment regarding operation of an at-grade LRT system is not an issue under the Locally Preferred Alternative.

Response to Comment PC12-6

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

Leung, Julie

From: Cornejo, Laura
Sent: Wednesday, September 15, 2010 2:39 PM
To: Leung, Julie
Subject: FW: [Metro.net] customer comment

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

From: Regional Connector
Sent: Wednesday, September 15, 2010 2:27 PM
To: Clarissa Filgioun; 'Ginny Brideau'; Roybal, Dolores; Cornejo, Laura
Subject: FW: [Metro.net] customer comment

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 14, 2010 1:36 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Kam
Last Name: Tong
Email: dtsworld@sbcglobal.net
Phone: 626 -354-8708
URL:

DEAR SIR/MADAM,
WE HAVE REC'D YOUR RECENTLY SENT FLYERS RE 'HELP US PLAN THE REGIONAL CONNECTOR', THEY ARE IN
ENGLISH, SPANISH, KOREAN, JAPANESE, CAN YOU TELL US WHY YOU DO NOT HAVE THEM IN 'CHINESE'?
REGARDS
KAM TONG

1

PC13

Responses to Comments from Tong, Kam

Response to Comment PC13-1

Project materials have been translated into appropriate languages based on predominate languages spoken in the project area. Requests for additional translations can be made to Metro at:

Phone: (213) 922-7277

Email: regionalconnector@metro.net

Subject: FW: Connection to Santa Monica

Date: Tuesday, September 14, 2010 12:18 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>

Cc: Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Raquel Gonzalez [mailto:rgonzalez@lsflaw.com]

Sent: Tuesday, September 14, 2010 11:33 AM

To: Regional Connector

Subject: Connection to Santa Monica

It would be fantastic, to have a Metro connection to Santa Monica from Downtown, especially an underground one.

I am really looking forward to hear more about this project.

1

Kindly,
Rachel

PC14

Responses to Comments from Gonzalez, Rachel

Response to Comment PC14-1

Thank you for your comment.

Subject: FW: [Metro.net] customer comment
Date: Tuesday, September 14, 2010 12:18 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>
Cc: Clarissa Filgioun <clarissa@therobertgroup.com>, Ginny Brideau <ginny@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 14, 2010 8:20 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Trina
Last Name: Roderick
Email: trinarae30@hotmail.com
Phone:
URL:

Please adopt the fully underground LRT plan for the Metro Eastside to Santa Monica regional connector.] 1

PC15

Responses to Comments from Roderick, Trina

Response to Comment PC15-1

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.

Subject: Metro Connector - DLANC
Date: Wednesday, September 15, 2010 10:51 AM
From: george.magdaleno@nmfn.com
To: Ginny Brideau <ginny@therobergroup.com>

Hello Ginny,

I was in the audience for the Downtown Los Angeles Neighborhood Council Meeting. I live and work in downtown and use the metro every week about 4 to 5 time to get to and from Pasadena and Hollywood.

I often rather walk to the Little Tokyo Station rather than use the Pershing Square to connect to Gold Line, so I can see the appeal of a Metro Connector.

I would very much like to participate in the dialogue and planning you have for this project.

Please keep my information handy. Look forward to speaking with you personally.

Sincerely,

George Magdaleno
Strategic Financial Group -
Northwestern Mutual Financial Network
515 S. Flower St. 33rd Fl, Los Angeles, CA 90071
Office: 213-243-7041
Fax: 213-652-0636
george.magdaleno@nmfn.com
LIC#0G88986



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Northwestern Mutual
720 East Wisconsin Avenue
Milwaukee, Wisconsin 53202-4797.

PC16

Responses to Comments from Magdaleno, George

Response to Comment PC16-1

Comment acknowledged. The commenter's information has been added to the list of recipients who receive updates and notices regarding the Regional Connector Transit Corridor project.