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**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginity@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

**Conversation:** Regional Connector Comment

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**From:** Mark Johnston [mailto:canammj@yahoo.com]

**Sent:** Wednesday, February 17, 2010 7:48 PM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector Comment

This is what I have been saying all along that has been needed. You can not have the most important link in the whole light rail system have a very big deficiency- grade cross at Alameda.. Thank you for finally seeing the light...

-

The moving of the other station closer to Broadway is good, but remember , a street car line can jog a block or two...

-

THERE IS ONE ITEM I WOULD LIKE YOU TO CONSIDER=

Build a knock out panel at the new Little Tokio station at the Staples site so that a line can proceed down Central Ave to an eventually link to the Blue Line.. yes , I know it may be many years, but its so easy to build the knock out now for future use, as opposed to coming back years from now and try to figure out how to tie this line in. We do this too often and all the hassels of trying to get the ELA line to tie into the Downtown Connector is a good example of poor prior planning.. Don't make another mistake.This would allow trains from LAUS would stop at the new 2nd street/Alamdea station, then can head down Central (which is better than Alameda (too many trucks) and Central is wide as far down at 7 or 8th.. you could stop at 2nd, 7th, Olympic, then on to the Washington Street Blue Line Station...

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: Martha Porter [mailto:mporter\_6@yahoo.com]

Sent: Wednesday, February 17, 2010 8:10 PM

To: Regional Connector; Jackson, Michelle

Subject: RegionalConnector:NewAlternative

Dear Planners,

I am unable to attend the Regional Connector Mtg. on 2/18/2010, but I would like to share some ideas/suggestions about its structure and alternatives.

- 1) I vote for the proposed alternative; it allows LRT trains to continue to travel underground from under 2nd and Central through the intersection of First/ Alameda Streets, keeping the LRT fully grade separated
  
- 2) My first (1st) suggestion: Allow the Regional Connector to stretch from 'Tokyo/Arts Station' to the corner of 'Alameda/101 Fwy Station' and 'Alameda/Cesaer Chavez'. (That's the front entrance of Union Station Building/ and Foothill Transit signs).
  
- 3) My second (2nd) suggestion: Allow the Regional Connector to stretch from Alameda/101Fwy Station,>> then to Ceasar Chavez/Alameda Street,>> then to CasaerChavez/Main & Los Angeles intersection,>> then to Main/ 1st, >> then to RedLine-Civic Center Station, >> then to 5th & 6th/Flower LA Library Station. Thereby creating several new station and connections to other transportation vehicles.
  
- 4) My third (3rd) suggestion: Build aerial-lanes on freeway systems for LRT train only.

Sincerely,

\*M. Porter

mporter\_6@yahoo.com

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Tuesday, February 23, 2010 5:13 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: paul yeh [mailto:pyeh99@yahoo.com]

Sent: Wednesday, February 17, 2010 5:22 PM

To: Regional Connector; Jackson, Michelle

Cc: ginny@therobertgroup.com

Subject: RegionalConnector:NewAlternative

To the MTA,

I'm writing this email in regards to tomorrow's Planning and Programming Committee meeting on February 18th at 2pm. Unfortunately, I cannot attend because of my schedule. However, I would like to comment and express my support for the new fully-underground alternative as a resident of Little Tokyo.

I want to impress upon the committee how much the community has come together on this new alternative. In our eyes, the two original build options are simply NOT acceptable to the long-term planning of Little Tokyo. The size and scale of the project would tear this small community apart and have permanent affects on the surrounding area. We've worked very hard with Ann Kerman and the MTA project team the past several months because we recognize the need for the Regional Connector but don't believe it has to destroy Little Tokyo in the process. Having trains go BENEATH 1st and Alameda, a key intersection, would not only meet the needs of the Regional Connector but also minimize disruption to Little Tokyo businesses, cultural institutions, and residents.

I strongly urge that MTA moves forward with the community in mind. Please approve the inclusion of the fully-underground alternative to the DEIS.

Sincerely,

Paul Yeh

Chairman, Savoy Homeowner's Association MTA Committee

Member of GetFit Little Tokyo

Member of Little Tokyo Community Council

**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:14 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** Yusef Shafi [mailto:shafi.s.y@gmail.com]

**Sent:** Wednesday, February 17, 2010 1:28 PM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector Comment

I am writing to express strong support for the full-underground option for the regional connector being considered as a build alternative for the DEIR. 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 at First and Alameda to upgrade or replace 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 Oakland at the 12th St, 19th St, and MacArthur BART Stations, and a similarly efficient and convenient station structure for this vital inter-regional link is essential.

I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo and Downtown as well as the greater Los Angeles area in efficient and environmentally-friendly ways that look after the community as well. 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.

Yusef Shafi

**Subject: FW: Regional Connector Comment**

**Date:** Tuesday, February 23, 2010 5:12 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com

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

From: John Gove [mailto:johnpgove@gmail.com]

Sent: Thursday, February 18, 2010 12:48 AM

To: Regional Connector; Jackson, Michelle

Subject: Regional Connector Comment

Hello,

I regret that I cannot make the meetings scheduled for Thursday, February 18, but I was called in to work at the last minute. I have been following the RC for quite some time, and metro has promptly responded to my inquiries. Thank, you.

I strongly recommend that the completely underground station and connection to the Goldline be included in the DEIS/R. As a resident of the Pasadena area, I believe the complete grade separation at the intersection of 1st and Alameda is most sensible and will bear out to be more practicable, even if at increased expense. The long-term benefits of grade separation will manifest in the near future as traffic at that intersection continues to increase with residential development. Little Tokyo will be saddled with neither a monstrous at-grade transfer station compromising the pedestrian character of the neighborhood nor the traffic delays and the associated increased pollution resulting from having too many vehicles of various modes share the surface plane of traffic. Existing and future storefront activity facing the street at ground level will not be hamstrung by confining sidewalk limitations. Commuters may be able to shave a few seconds off their commute by not having to slow at an at-grade street crossing and may be able to shave minutes by not having to walk as much distance in the transfer process, a byproduct of turning two separate surface platforms into one underground platform. It's a good idea. Let's run with it.

Sincerely,

John Gove  
P.O. Box 2081  
Irwindale, CA 91706

PS - Please start finding funding for that Hollywood to Westwood phase of the Subway. That segment will pay for itself in spades.

**Subject: FW: Sadly, I will not be able to attend the Regional Connector Meeting**

**Date:** Tuesday, February 23, 2010 5:11 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobertgroup.com

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

From: Linda Blakeman [mailto:linda.blakeman@gmail.com]

Sent: Thursday, February 18, 2010 3:04 AM

To: Regional Connector

Subject: Sadly, I will not be able to attend the Regional Connector Meeting

Hi,

I am very happy about this change in your plans for the Metro in Little Tokyo.

I would attend the meeting but I have a jury duty commitment.

Thank you for listening to the community and for your consideration.

Sincerely,

Linda Blakeman

100 S. Alameda Street #302

Los Angeles, CA 90012

**Subject: FW: Regional Connector in Downtown LA (Little Tokyo)**

**Date:** Tuesday, February 23, 2010 5:11 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** S. N. Shafi [mailto:nshafi@pacbell.net]

**Sent:** Thursday, February 18, 2010 10:00 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** Regional Connector in Downtown LA (Little Tokyo)

To the Concerned Persons,

I urgently propose that a fully grade-separated alternative at the Little Tokyo Station, be formally added to the Draft EIS/R at the Metro Planning and Programming Committee Meeting today, February 18, 2010. I regret that I will not be able to make this plea in person due to work commitments and obligations.

As an administrator, planner and architect of several decades standing, I have the good fortune to be part of teams charged with the planning, proposal, design and realization of numerous public serving building projects in Los Angeles, San Francisco and San Diego and other locations outside the US. In these past decades, I have lived in and traveled to many locations and my passion and admiration for rail transit always leads me to utilize this whenever and wherever this is available.

In my experience with rail transit, whether in Washington DC, in New York City or in London and Paris, a grade separated hub is proven to be the most efficient option in solving the problem of moving large volumes of people through rail transit hubs. Timed transfers and multiple platforms typically increase the attractiveness of the rail transit option for people looking to use their travel time effectively and spend their travel dollars for the best return on investment. It has the added benefit of not causing negative secondary effects, such as congestion, on the station surrounding areas.

It is essential that this option be the one selected in order to accommodate the character, the narrow streets and the expected crowds of travellers transiting thorough or otherwise utilizing the Little Tokyo station. It will also serve as an apt counterpart to the multi-level facility available at the other end of downtown LA, at Figueroa.

Thank you for your consideration of my suggestion.

Nadeem Shafi  
POB 881183  
Los Angeles, CA 90009

**Subject: FW:**

**Date:** Thursday, February 25, 2010 11:28 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau [ginny@therobertgroup.com](mailto:ginny@therobertgroup.com), Clarissa Filgion [clarissa@therobertgroup.com](mailto:clarissa@therobertgroup.com), Dolores Roybal Saltarelli [roybald@metro.net](mailto:roybald@metro.net)

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

From: Bauza, Barbara [<mailto:bbauza@lausd.net>]

Sent: Wednesday, February 24, 2010 10:52 PM

To: Regional Connector

Subject:

My name is Barbara Bauza, owner at the Savoy Homeowners Association located at 1st and Alameda Street. My unit is #425 facing the swimming pool and every day we hear the metro going through even though we are on the inside of the Savoy complex.

I fully support the Little Tokyo Community Council in demanding to add the only community acceptable alternative to the study: a fully grade separated alternative that would put the tracks underground, removing the trains traveling at grade through our neighborhood, put the Little Tokyo station underground, and give us the opportunity for more park space.

In addition, take the other build alternatives out of the study and finally, have Metro staff to continue their close relationship with the Savoy Homeowners Association in order to address the construction and operations impacts of the Regional Connector project.

Thank you,

Barbara Bauza

(213) 718-6149

[bbauza@lausd.net](mailto:bbauza@lausd.net)

**Subject: FW: Regional Connector Project**

**Date:** Thursday, February 25, 2010 11:28 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginyin@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: Kenneth Hsu [mailto:kennthsu@gmail.com]

Sent: Wednesday, February 24, 2010 6:23 PM

To: Regional Connector

Subject: Regional Connector Project

To whom it may concern:

I am a resident of Little Tokyo. Since 2006, I have lived in the Savoy located on Alameda and 1st. I have enjoyed living in this area very much especially since it has been developing. It continues to draw businesses and residents. Before, I remember this area to be very run down and barren. I am writing to express my deep concern that the regional connector project will put all this development in peril. The alternative which places above ground trains through First Street into the current Office Depot parking lot is a threat, not only to the community in general, especially to fellow homeowners who have put their hard earned life savings into the Savoy condominium complex. For many like myself, who purchased their unit at the height of the housing bubble, the investment has been very difficult to sustain in the face of the current economic environment. Many fear that the years of construction that the connector would require will further destroy our investment. Furthermore, the neighborhood is developing into a nice, relatively quiet area where pedestrians can walk and enjoy shopping and eating in the Little Tokyo stores and restaurants. The regional connector threatens this character of the community by putting high volume train traffic through the heart of the neighborhood.

I implore you, PLEASE FULLY CONSIDER ALTERNATIVES WHICH WOULD NOT PUT TRAINS THROUGH THE HEART OF LITTLE TOKYO. I hear that there is a new alternative being considered which would be underground. While this may cost more to build, it would save money by saving a quickly developing community and Los Angeles attraction.

Sincerely,

Kenneth Hsu

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Wednesday, February 24, 2010 12:43 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

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**From:** Patti DLANC [mailto:patti.berman@dlanc.com]

**Sent:** Wednesday, February 24, 2010 11:46 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** RegionalConnector:NewAlternative

To whom it may concern:

My name is Patti Berman And I am the VP of Outreach for the Downtown Los Angeles Neighborhood Council.

I appreciate the invitation to your meeting tomorrow, but I will be unable to attend. So, I just wanted to put in my two cents.

I want to put support strongly in favor of the fully grade-separated alternative for the Regional Connector. We are working hard to make downtown pedestrian and bike friendly. Keeping the trains below grade as much as possible fits into this model.

Thank you for keeping DLANC informed.

Patti Berman

**Subject:** Letter of Commendation & Appreciation from LTCC

**Date:** Wednesday, February 24, 2010 1:21 PM

**From:** June Berk <Ltccjb@aol.com>

**To:** Arthur Leahy LEAHYA@metro.net

**Cc:** Ann Kerman kermana@metro.net, Ginny Brideau ginny@therobertgroup.com

**To:** Arthur Leahy

**cc:** Ann Kerman, Metro

**cc:** Ginny-Marie Brideau, The Robert Group

Dear Mr. Leahy,

Attached is a scanned copy of the letter that was sent to you in the mail today. Please note that the date on the scanned copy is not correct.

The original letter is dated February 24, 2010, which is correct.

Thank you very much.

Sincerely

June Berk

818-400-3273



**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

Mr. Arthur T. Leahy  
Chief Executive Officer  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, California 90012

Re: Commendation & Appreciation

Dear Mr. Leahy:

On behalf of the Little Tokyo community, the Board of Directors of the Little Tokyo Community Council, an organization of over 100+ businesses, resident associations, religious and educational institutions and community-based organizations, would like to commend and thank the Metro Team for their hard work and efforts to develop the concept of the Fully Underground Alternative plan for consideration by the Metropolitan Transportation Authority Board of Directors for the Metro Regional Connector.

At today's meeting, the following motion was adopted by the Board of Directors:

#### MOTION

The Board of Directors commend and applaud the efforts of the Metro staff and the consultants for developing the concept plans of the Fully Integrated Alternative for the Regional Connector, for consideration by the Metropolitan Transit Authority Board of Directors.

The LTCC Board of Directors thank the Metro staff for listening to the concerns of the community; for creating the option specifically in response to the community's concerns by developing a conceptual plan that would clearly eliminate the at-grade train crossings at First Street and Alameda Street.

*"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."*

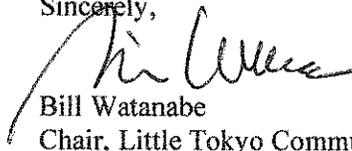
Page two

We wish to express our deep appreciation for the Metro Team's hard work and sensitivity to the community. In particular:

Dolores Roybal Saltarelli, Metro Project Manager  
Ann Kerman, Metro Constituent Project Manager  
Ray Sosa, CDM Consultants  
Virginia Jackson, CDM Consultants  
Ginny-Marie Brideau, Project Manager, The Robert Group  
Clarissa Filgioun, The Robert Group

We are looking forward to continuing to work with the Metro Team on this option, which we hope will be added to the Draft Environmental Impact Statement/Report (Draft EIS/R) by the MTA Board of Directors.

Sincerely,



Bill Watanabe  
Chair, Little Tokyo Community Council

cc: Dolores Roybal Saltarelli  
Ann Kerman  
Ray Sosa  
Virginia Jackson  
Ginny-Marie Brideau  
Clarissa Filgioun

cc: LTCC Board of Directors:  
Alan Kumamoto, 1st Vice Chair, Kumamoto Associates  
Frances Hashimoto, 2nd Vice Chair, Mikaway 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  
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: RegionalConnector:NewAlternative**

**Date:** Thursday, February 25, 2010 11:27 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau genny@therobertgroup.com, Clarissa Filgion clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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**From:** Darryl Garibay [mailto:dagaribay@sbcglobal.net]

**Sent:** Thursday, February 25, 2010 9:04 AM

**To:** Regional Connector; Jackson, Michelle

**Subject:** RegionalConnector:NewAlternative

MTA:

I will be unable to attend the Board meeting this morning, but wanted to make a brief statement for the record as a business person in Little Tokyo.

I am in support of the MTA continuing on with their study of the "All Underground/3rd Build Alternative" alternative for the Regional Connector. I am hopeful that the Board will vote to allow that study to move forward and become an official part of the options that are being considered by the MTA.

Thank you,

Darryl Garibay, President  
**Advanced Parking Systems**  
544 Mateo Street, Third Floor  
Los Angeles, CA 90013  
P: 213-628-9500  
F: 213-628-9600

**Subject: FW: RegionalConnector:NewAlternative**

**Date:** Thursday, February 25, 2010 11:27 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginyin@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: Linda Blakeman [mailto:linda@emseminars.com]

Sent: Thursday, February 25, 2010 10:00 AM

To: Regional Connector; Jackson, Michelle; Kerman, Ann

Subject: RegionalConnector:NewAlternative

Hi Ann,

We spoke awhile back about the need for green space in the Little Tokyo area that would include a park for children. As you know, there are many young, growing families at the Savoy, Mura, and other condo complexes in the area. As an educator with over 20 years experience, I am concerned that the needs of children have been overlooked in the redevelopment of Little Tokyo and the Arts District.

Currently, many young couples who invested in this area (especially at Savoy) are now upside down in their mortgages; and are having to live longer in their units until the market turns again. This means that for the next 10 years, we will be seeing more young children in the area. This is good for the growth of the community, but with that growth, adjustments need to be made.

We need a safe place where children can play and young parents can congregate in the community. It should have green space, but could be carefully designed to include shopping and eateries. All parking should be underground. A Japanese garden would enhance the area and create a welcoming place for the community to walk to. Efforts in design must be made to modernize and enhance the feel of the Little Tokyo/ Arts District community, and not distract from it.

I would be happy to get signatures, as there is growing interest and excitement about this proposal. We may also want to consider space for a preschool and/or creative arts charter school.

I would be happy to do the necessary preliminary work and present this request to the board meeting next month.  
(I could come today, too, if necessary.)

Thank you for all that you are doing to listen to the concerns and needs of the community.

Respectfully,

Linda Blakeman  
Savoy, Unit 302  
100 S. Alameda Street,  
Los Angeles, CA 90012  
213-447-0044

**Subject: FW:**

**Date:** Tuesday, March 16, 2010 5:28 PM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginity@therobergroup.com, Clarissa Filgioun clarissa@therobergroup.com

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**From:** Ochoa, Harold [mailto:HOchoa@mednet.ucla.edu]

**Sent:** Tuesday, March 09, 2010 1:31 PM

**To:** Regional Connector

**Subject:**

I think the plans are great , once the phase that goes to ucla, I won't be needing my car any longer, the gold line its away from my home. Thanks metro.

## Harold Ochoa

**Adm. Assistant.**

**UCLA- Patient Business Services**

10920 Wilshire, Blvd. suit: 1600

Los Angeles, California. 90024.

email: [hochoa@mednet.ucla.edu](mailto:hochoa@mednet.ucla.edu)

tel: **310-794-8480.**

fax: **310-794-8426.**



Please consider the environment before printing this e-mail.

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**Subject: FW: [Metro.net] customer comment**

**Date:** Monday, April 19, 2010 9:51 AM

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**To:** Ginny Brideau ginity@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

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

From: feedback@metro.net [mailto:feedback@metro.net]

Sent: Saturday, April 17, 2010 11:49 AM

To: Regional Connector

Subject: [Metro.net] customer comment

Comment from

First Name: Elisabetta

Last Name: Taffoni-Burke

Email: elisabettataffi@yahoo.com

Phone: 626 975-2607

URL:

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Previously I attended one of your meeting regarding the metro system and the regional connector transit corridor. I still feel that it is highly unwise to have a rail system to run on surface. With a higher density population in downtown the metro it will worsen the traffic. In Pasadena where I live the decision to have railroad crossing on street level it is worsen traffic backing up lines of cars on the boulevards and creating more pollution from the cars exhaustion. Reconsider your decision looking at the future.

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

**APPENDIX I**



**AGENCY COORDINATION AND PUBLIC  
INVOLVEMENT  
Public Agency Meeting Matrix (Post Scoping)**



# Regional Connector Transit Corridor Post-Scoping Agency Meetings

<b>Date</b>	<b>Agency Meeting</b>
June 10, 2009	Los Angeles Department of Transportation
June 18, 2009	City of Los Angeles Bureau of Engineering
June 30, 2009	Technical Advisory Committee
July 1, 2009	Los Angeles County Department of Power and Water and Flood Control
July 22, 2009	Little Tokyo Planning and Cultural Preservation Committee
July 22, 2009	Los Angeles Conservancy
August 6, 2009	Los Angeles Police Department, Los Angeles Fire Department, Los Angeles County Sheriff's Department
August 13, 2009	Central City East Arts District
September 2, 2009	Los Angeles Department of Historic Resources
October 22, 2009	Technical Advisory Committee
November 4, 2009	Elected Officials Briefing
December 1, 2009	Los Angeles Department of Transportation
February 8, 2009	MTA Operations
March 16, 2010	Los Angeles Department of Transportation
March 24, 2010	Elected Officials Briefing
April 8, 2010	Technical Advisory Committee

