

# Regional Connector Transit Corridor

## *Refined Locally Preferred Alternative*

The Regional Connector Light Rail Transit project would connect the Metro Gold, Blue, and Expo Lines through downtown Los Angeles, eventually enabling passengers to travel the region's largest employment center on Metro's light rail transit (LRT) system north/south from Montclair to Long Beach and east/west from the Eastside to Santa Monica without the need to transfer. By providing continuous through service between these lines, the Regional Connector will improve access to both local and regional destinations—and greatly improve the connectivity of the transportation network for the region.

In 2007, Metro initiated environmental and engineering studies to identify a project to fill a 1.9 mile gap between the Metro Blue, Gold and Expo Lines in downtown Los Angeles. After identification and screening of over 37 alternatives, in October 2010, the Metro Board of Directors designated a Locally Preferred Alternative (LPA) to move forward into final environmental clearance. The LPA is a fully underground alignment and includes three new underground stations at 2nd St and Hope St, 2nd St at Broadway, and 1st St at Central Av.



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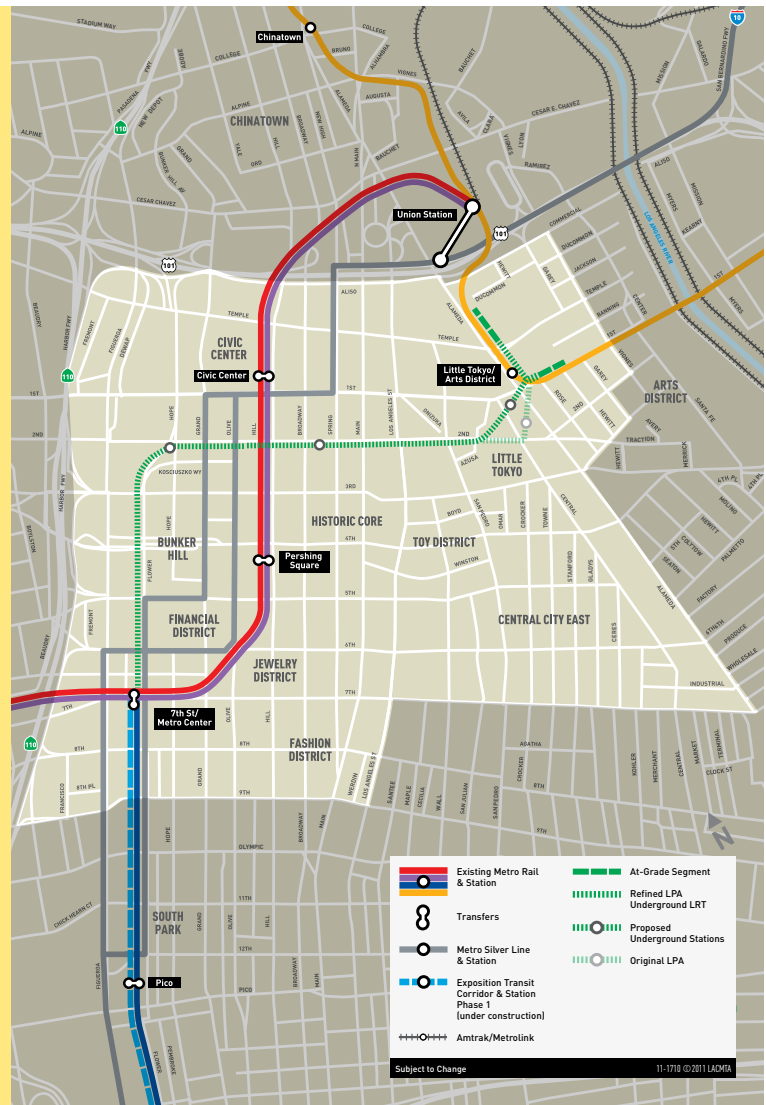
During development of the final environmental documents, refinements were proposed to address specific community concerns. Refinements were included in a supplemental environmental document released for public review this past summer. Based on input from the community, the following has been incorporated into final environmental clearance documents for the project:

- > Repositioning the 2nd St/Central Av station to 1st St and Central Av, thereby reducing property and construction impacts
- > Eliminating all cut and cover activity on 2nd St within Little Tokyo (previously proposed from Japanese Village Plaza to Alameda St)
- > Utilizing the property to the northeast of the 1st and Alameda streets intersection (Mangrove) for construction staging and for the Tunnel Boring Machine (TBM) insertion site.
- > Eliminating the need to relocate the 2nd St storm drain in Little Tokyo
- > Extending TBM excavation to 4th and Flower streets, thereby reducing the amount of cut and cover on Flower St
- > Substantially reducing temporary construction easement needs on Flower St
- > Providing an enhanced pedestrian walkway along the east side of Flower St from 4th St to the existing 7th/Metro Center Station entrance at 7th St

## Next Steps






After public circulation of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the Metro Board will consider approving the project, certifying the Final EIS/EIR, adopting the Findings of Fact and Statement of Overriding Considerations, and adopting the Mitigation Monitoring and Reporting Program. Should the project move forward, continued value engineering will be conducted to make certain the project is within the Metro Board-approved budget. Metro will continue its efforts with the Federal Transit Administration to secure federal funding including New Starts funds. Metro will initiate station design meetings with the community and initiate a Construction Community Relations program.

Please consult the Final EIS/EIR for a full discussion regarding the project refinements. The document may be viewed online at [metro.net/regionalconnector](http://metro.net/regionalconnector), at the Los Angeles Central Library, the Metro Library, or Little Tokyo Library.



## Stay Connected

Please use the following contact tools to access more project information, ask a question or provide comments:

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