

Regional Connector Transit Corridor

Community Update Meeting
February 26 and 28, 2008



Agenda

- | | |
|-----------------------------------|-------------------|
| Japanese American National Museum | February 26, 2008 |
| • FORMAL PRESENTATION | 6:30 – 7:00 p.m. |
| • PUBLIC COMMENT PERIOD | 7:00 – 8:00 p.m. |
| Central Public Library | February 28, 2008 |
| • FORMAL PRESENTATION | noon – 12:30 p.m. |
| • PUBLIC COMMENT PERIOD | 12:30 – 1:30 p.m. |

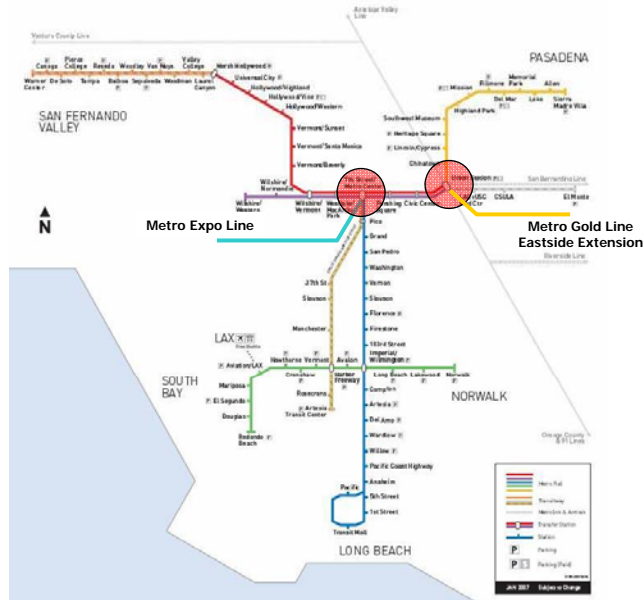


Metro Regional Rail Transit Map

- By 2010, over 80 miles of rail transit service in Los Angeles County carrying over 300,000 boarding per day.

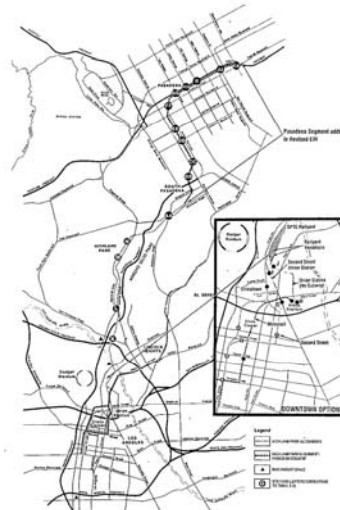
- Metro Heavy Rail Transit (HRT) subway serves as an interim transfer connection between the regional light rail lines.

- Metro Board authorized the Alternative Analysis Study in June 2007.



Study Background

- This project was originally planned as an extension of the Metro Blue Line as part of what is now the called Metro Pasadena Gold Line. (Pasadena to Los Angeles Light Rail Transit Project, 1993)
- Metro Gold Line to Pasadena was planned between Pasadena and Union Station, with a connection to the Metro Blue Line to be pursued at a later time. (Pasadena to Los Angeles Light Rail Transit Project, 1993)
- Metro Gold Line Eastside Extension narrows the gap between rail lines.
- Metro performs feasibility and cost studies in 2004 on Regional Connector.



Project Need

Existing Conditions

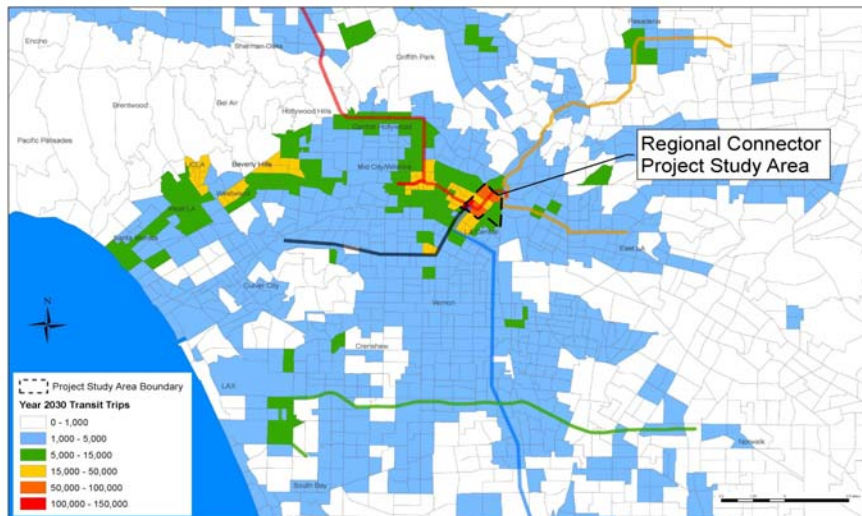
- Metro HRT subway currently operates as the connection between the Metro Gold Line and the Blue Line.
- Transfers cause significant delays for riders.
- Transfers have created significant safety concerns.
- Countywide Light Rail Transit (LRT) lines not unified for operations and maintenance.

Future Conditions

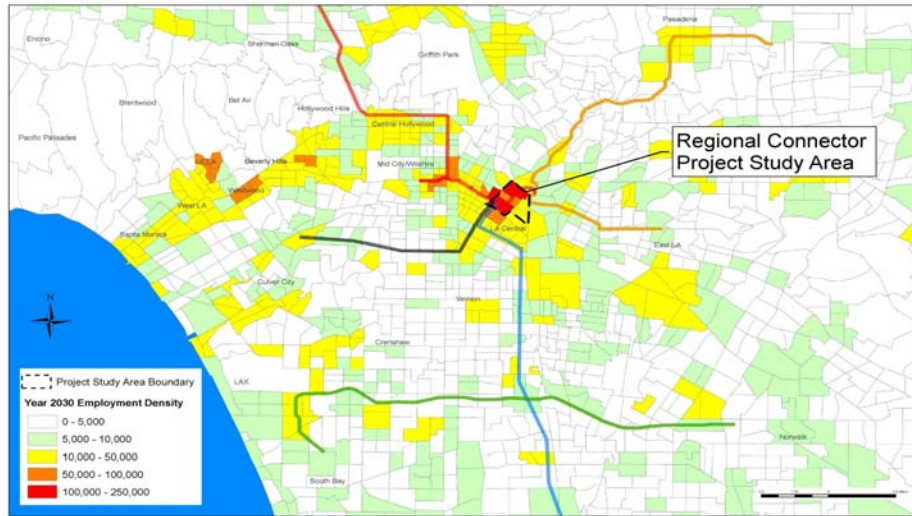
- Metro Expo Line and Metro Gold Line Eastside Extension are planned to open over the next two years.
- Additional Metrolink service and future extensions are planned.
- Resurgent Downtown Los Angeles will increase demand for accessibility
- Population growth and traffic congestion in the region will increase over the next 20 years.



Year 2030 Transit Trips by Density by TAZ



Year 2030 Employment Density by TAZ

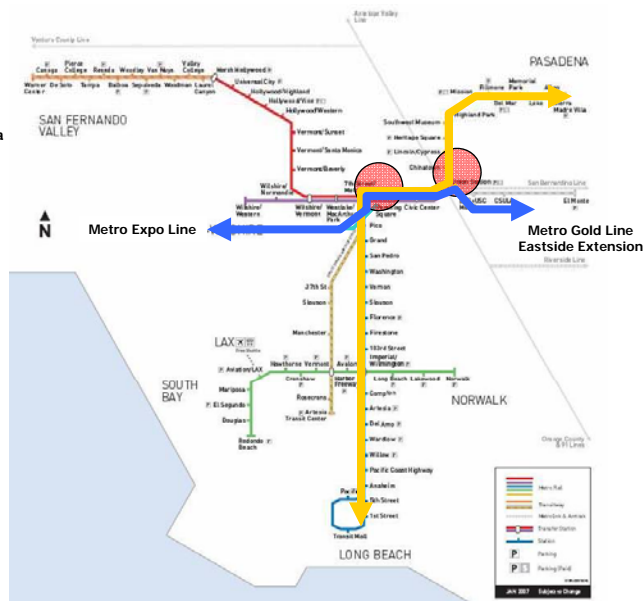


Regional Connectivity

**Operation Scenarios
For Regional Connector:**

Initial Operating Plan
N/S between Long Beach and Pasadena
E/W between Eastside to Culver City

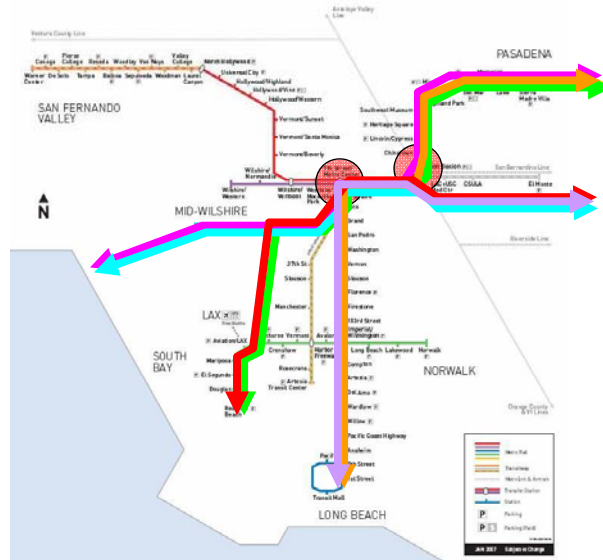
Possible Operations
Between Long Beach and Eastside
Between Culver City and Pasadena



Regional Connectivity

Additional Possible Future Operation Scenarios With Additional Extensions

Service Between:
Pasadena and South Bay
Eastside to South Bay
Eastside to Santa Monica
Santa Monica to Pasadena



Regional Connector Status

- Initiated Alternatives Analysis Study in August 2007
- Conducted Review of Previous Alternatives
- Early Public Scoping Meetings in Oct/Nov 2007
- Develop Alternatives for Screening and Evaluation Criteria to help narrow down alternatives



Project Study Area

Approximately 1.6 sq. mi.

Study Area Boundary

- 101 Freeway to the North
- Alameda to the East
- 110 Freeway to the West
- 9th St., Los Angeles St., 7th St. to the South

Study Area Neighborhoods

- Civic Center
- Little Tokyo
- Bunker Hill
- Financial Core
- Historic Core
- Jewelry District
- Fashion District
- Toy District
- Central City East



Previously Studied Alternatives



Early Scoping

- **Federal Register Notice: October 31, 2007**
- **2 Community Meetings: November 6 & 7, 2007**
- **November 30, 2007: Close of Early Scoping Comment Period**



Summary of Scoping Comments

88 people submitted formal public comments:

- 27 Verbal comments at Early Scoping Meetings
- 18 Written comments at Early Scoping Meetings
- 29 Written comments via email
- 14 Written comments via US mail



Summary of Comments

Mode

- Overwhelming support for Light Rail Transit (LRT)

Grade

- Most indicated preference for below grade or subway

Alignment

- Even split between 2 routes: Grand Avenue or 1st Street
- 2nd Street route identified as next most preferred

Potential Station Locations

- Little Tokyo, 7th Street/Metro, Bunker Hill, Union Station, Main/1st and Civic Center, Grand Avenue



General Tone of Comments

- The overwhelming majority of comments received supported the need for a Regional Connector to enhance the efficiency of the current and future rail system by providing service through Downtown Los Angeles.
- Comments encouraged developing a transit system that connects multiple lines.
- Comments recommended expanding the 7th Street/Metro station to accommodate enhanced service and upgrading various operational systems.

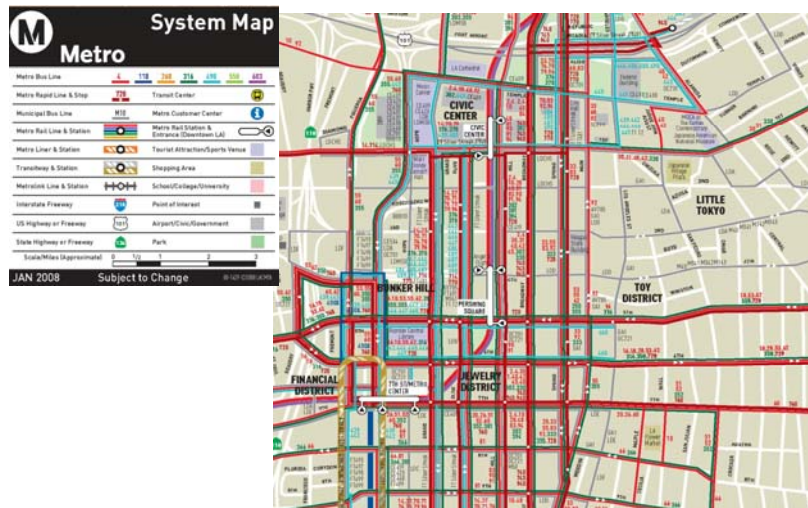


Factors Identified for Screening

- Aerial configurations only where warranted.
- Alignments are required to be community enhancing.
- Alignments are to be cost effective and of low risk.
- Alignments designed to maximize travel times and ridership.



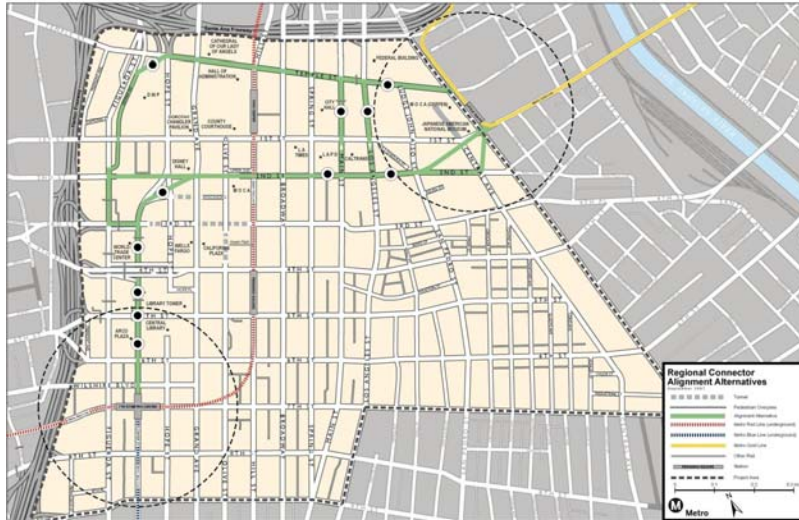
Regional Connector Transit Corridor No Build Alternative



Regional Connector Transit Corridor Transportation System Management (TSM)



Regional Connector Transit Corridor Universe of Alternatives Identified for Screening

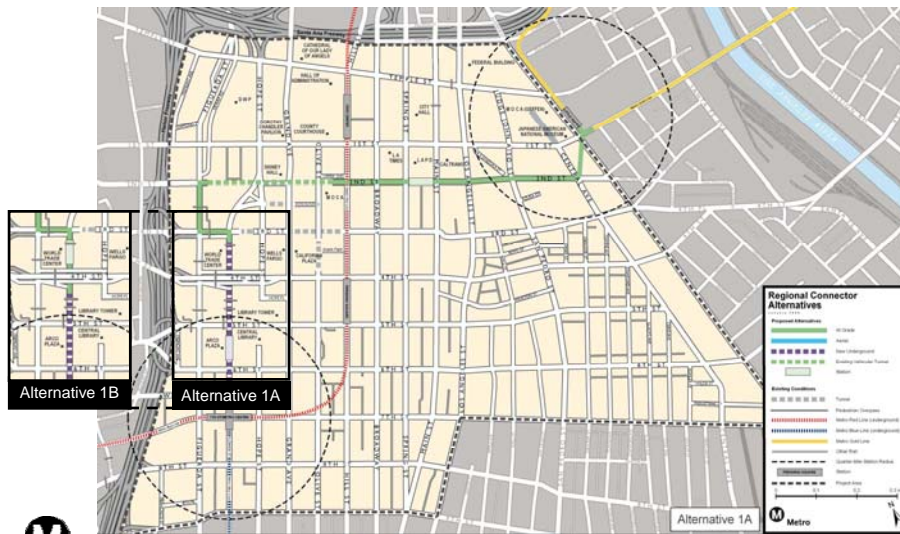


Regional Connector Transit Corridor Build Alternatives Identified for Screening

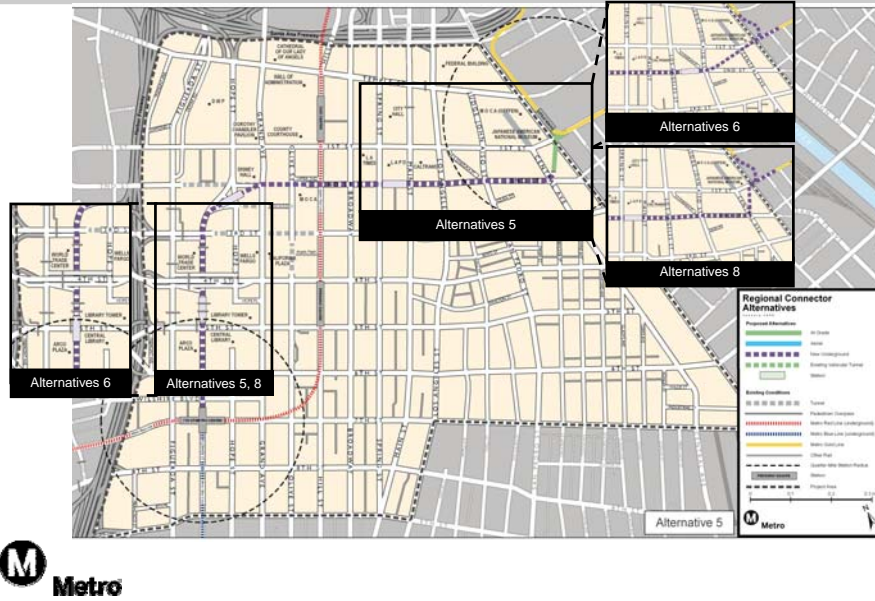
| Alternative | Mode | Configuration | Stations | Comments |
|-------------|------|--------------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1a | LRT | Underground/2nd St. Tunnel: 44% At-Grade: 56% | 2 | Serves Little Tokyo/Civic Center and Financial District with transit dedication on 2nd Street. Predominantly at-grade with least amount of stations. |
| 1b | LRT | Underground/2nd St. Tunnel: 33% At-Grade: 67% | 2 | Resurfaces as soon as possible from 7th Street Metro Center Stations and locates station at-grade across from the World Trade Center. |
| 2 | LRT | Underground: 23% At-Grade: 64% Aerial: 13% | 3 | Uses Temple, Figueroa and Flower predominantly. Services Cathedral of Our Lady of Angels and office space. In close proximity to Dorothy Chandler Pavilion and County Buildings. One underground station next to Central Library. |
| 3a | LRT | Underground/2nd St. Tunnel: 46% At-Grade: 54% | 3 | Uses Temple and a couplet on Main and Los Angeles (1 track on each street). Services Civic Center, Grand Avenue and Financial District with 2 underground stations. Transit dedication of 2nd Street is assumed. |
| 3b | LRT | Underground/2nd St. Tunnel: 38% At-Grade: 62% | 3 | Resurfaces as soon as possible from 7th Street Metro Center Stations and locates station at-grade across from the World Trade Center. 2nd Street transit dedication assumed. |
| 4a | LRT | Underground/2nd St. Tunnel: 49% At-Grade: 51% | 3 | Uses a transit dedicated 2nd Street. Resurfaces as soon as possible from the 7th Street Metro Center Station. |
| 4b | LRT | Underground/2nd St. Tunnel: 60% At-Grade: 40% | 3 | Maintains two underground stations and uses a transit dedicated 2nd Street. |
| 5 | LRT | Underground: 94% At-Grade: 6% | 3 | Crosses at-grade across Alameda Street. Uses three underground stations to service the Civic Center, Little Tokyo, Grand Avenue and Financial Districts. |
| 6 | LRT | Underground: 103% | 3 | Entire alignment is underground. Reconstruction of existing 1st Street and Alameda Street alignments is required in order to place a portal east of Alameda. This will require relocation of the Little Tokyo/Arts District Station to a location further west. |
| 7 | LRT | Underground/2nd St. Tunnel: 56% At-Grade: 44% | 3 | Uses Temple and Los Angeles with dual track instead of couplet. Assumes a transit dedication of 2nd Street. Services Little Tokyo, Grand Avenue and Financial District. |
| 8 | LRT | Underground: 103% | 3 | Avoids tunneling under existing uses as much as possible. Reconstruction of existing 1st Street alignment and Alameda Street Alignment is required in order to place a portal east of Alameda. This will require relocation of the Little Tokyo Station further west. |



Alternatives Identified for Screening (1a, 1b)



Alternatives Identified for Screening (5, 6, 8)

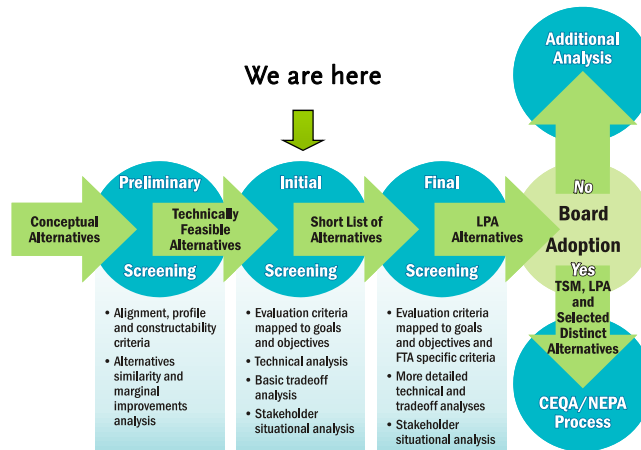


Evaluation Criteria (cont.)

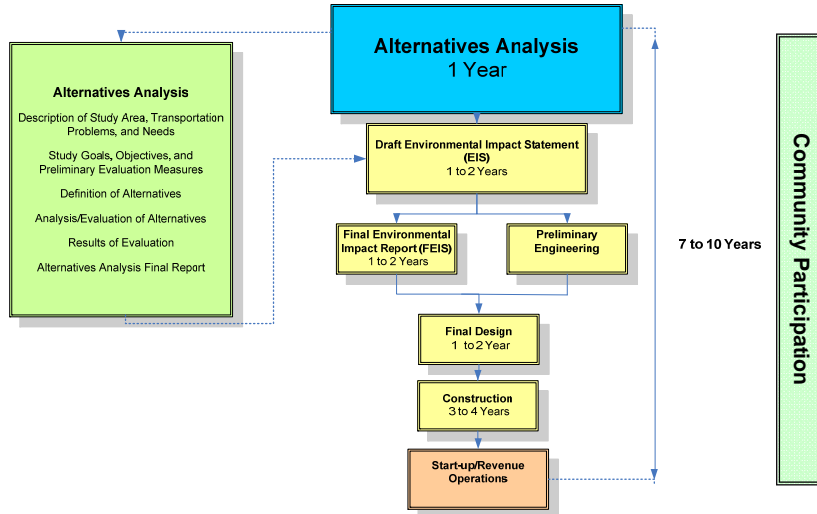
| Goal | Objectives | Criteria |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Support Community Planning Efforts Support the progression of the regional center area as an integrated destination and a dynamic and livable area accommodating projected growth in a sustainable manner | <ul style="list-style-type: none"> Support land use policies and Community Plans Support and coordinate with development and redevelopment efforts Support the City's effort to improve urban design and the pedestrian environment by contributing to a healthy environment Support efforts to improve safety and security for downtown residents, employees and visitors Support transit dependent communities | <ul style="list-style-type: none"> Estimated change in transit mode-share Number of planned development projects in the area over the next 10 years, including residential/office space/commercial units within a 1/4 mile of stations Number of connections with sidewalks that support the City's Downtown Street Standards Number of existing residences within 1/4 mile of stations Transit Oriented Design supportive plans and policies in place Number of jobs within a 1/4 mile of stations Number of direct connections to key activity centers Number of opportunities for redevelopment |
| 2. Support Public Involvement and Community Preservation Incorporate the public in the planning process and balance the benefits and impacts while preserving communities in the area, such as Little Tokyo/Arts District, Bunker Hill, Civic Center | <ul style="list-style-type: none"> Balance the benefits and impacts to low income and minority communities Enable workers and visitors to gain access to the regional center to increase its economic vitality and benefit from its economic opportunity | <ul style="list-style-type: none"> Environmental justice effects will be evaluated per CEQA/NEPA requirements Area identified for potential acquisitions Evaluation of potential disproportionate effects and risk to environmental justice populations Number of residents by ethnicity within 1/4 mile of stations Urban fit potential, including physical scale, visual fit, and cultural preservation Number of potential acquisitions Percentage of service grade separated Evaluation of potential disproportionate effects and risk to environmental justice populations related to construction activities Urban fit potential, including pedestrian accessibility and urban design enhancement opportunities |
| 3. Improve Mobility and Accessibility both Locally and Regionally Develop an efficient and sustainable level of mobility within LA County to accommodate planned growth and a livable environment | <ul style="list-style-type: none"> Improve the connectivity of the regional transit service and provide a more attractive travel alternative for residents, workers and visitors in the region Facilitate sustainable regional development Increase ridership of the Metro transit system and reduce single occupancy trips Maintain or enhance transit services to the transit dependent Improve travel time for transit users system-wide Improve person throughput Reduce growth of congestion in corridor | <ul style="list-style-type: none"> Increase in daily transit boardings New daily transit trips compared to No Build and Transportation System Management (TSM) alternatives Traffic impacts Reduction in number of transfers system-wide Total number of lanes reduced (cumulative for all streets) Number of potentially impacted intersections Peak period travel time between major origins and destinations Number of Left Turn Pockets affected Number of parking spaces potentially affected Number of driveways affected Hours of transportation user benefits Congestion relief Comparison of highway, bus, and fixed guideway peak period travel times between major travel pairs Peak period travel time (door to door) Travel time savings (Union Station to Jth/Flower) Reduction in Vehicle Miles Traveled (VMT) Assessment of expandability |
| 4. Support Efforts to Improve Environmental Quality Minimize adverse environmental impacts | <ul style="list-style-type: none"> Minimize adverse environmental impacts Implement mitigation measures to reduce environmental effects to acceptable levels Reduce emissions and improve air quality | <ul style="list-style-type: none"> Noise Potential visual impacts to known architectural landmarks Number of Potential Sensitive Receptors along alignment Potential impacts to historically significant locations along alignment Geologic and geotechnical issues along alignment Expected level of impacts after mitigation to biological, social, and physical resources will be evaluated per CEQA/NEPA requirements Reductions in PM10, NOx, and SOx emissions Reduction in carbon footprint for average user |










| Goal | Objectives | Criteria |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5. Provide a Cost Effective Alternative Transportation System Develop a system that serves as an alternative to travel economically | <ul style="list-style-type: none"> Maximize travel time savings | <ul style="list-style-type: none"> Rough order of magnitude (ROM) O&M costs User cost Annualized cost per new daily transit trips compared to No Build and Transportation System Management (TSM) alternatives Annualized cost per hour of transit system user benefit compared to No Build and Transportation System Management (TSM) alternatives User benefits per passenger mile Annual O&M costs |
| 6. Achieve a Financially Feasible Project Develop a project that maximizes opportunities for funding and financing and that is financially sustainable | <ul style="list-style-type: none"> Opportunities for private/public funding Opportunities for Federal and outside funding | <ul style="list-style-type: none"> ROM Capital costs – total and per mile Evaluation of availability and eligibility of capital funds at federal/state/fiscal levels to construct, operate and maintain Capital cost estimate disaggregated by right of way (ROW), guideway, stations, yards, and vehicles on a cost per mile basis |
| 7. Provide a Safe and Secure Alternative Transportation System Develop a project that is safe for riders, pedestrians, and drivers while meeting the regions needs for security | <ul style="list-style-type: none"> Secure entire alignment, stations, track and other facilities Develop direct and indirect safety measures that exceed safety precautions typical of the Metro system Develop a system that balances the need for accessibility and mobility with security Develop a system that uses accessibility and mobility as measures for safety and security | <ul style="list-style-type: none"> Safety – determined to be able to provide measures typical of requirements per ADA, per typical CPUC requirements, fire life safety guidelines, and per Metro Design Guidelines for access to and from stations Number of emergency facilities located within 1 mile of the project, i.e., fire stations, police stations, etc. Number of crossing with high pedestrian activities on a daily basis Number of events along the alignment Number of potential issues related to accessibility and line of sight for pedestrians and vehicle drivers |



Federal New Starts Process



Schedule Status

| | Oct-Dec 2007 | Jan-Mar 2008 | Apr-July 2008 |
|------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Early Scoping Notice |  | | |
| Scoping Meetings |  | | |
| Initial Screening of Alternatives |  | | |
| Public Update Meetings | |  | |
| Draft Alternatives Analysis Report | | |  |
| Final Alternatives Analysis Report | | |  |
| Public Participation |  | | |



Public Update Meetings

- **Evening Meeting**
Japanese American National Museum
369 E. 1st Street, Los Angeles
Tuesday, February 26, 2008
6:30-8:00 p.m.
- **Daytime Meeting**
Los Angeles Central Library , Board Room
630 W. 5th Street, Los Angeles
Thursday, February 28, 2008
12:00-1:30 p.m.

