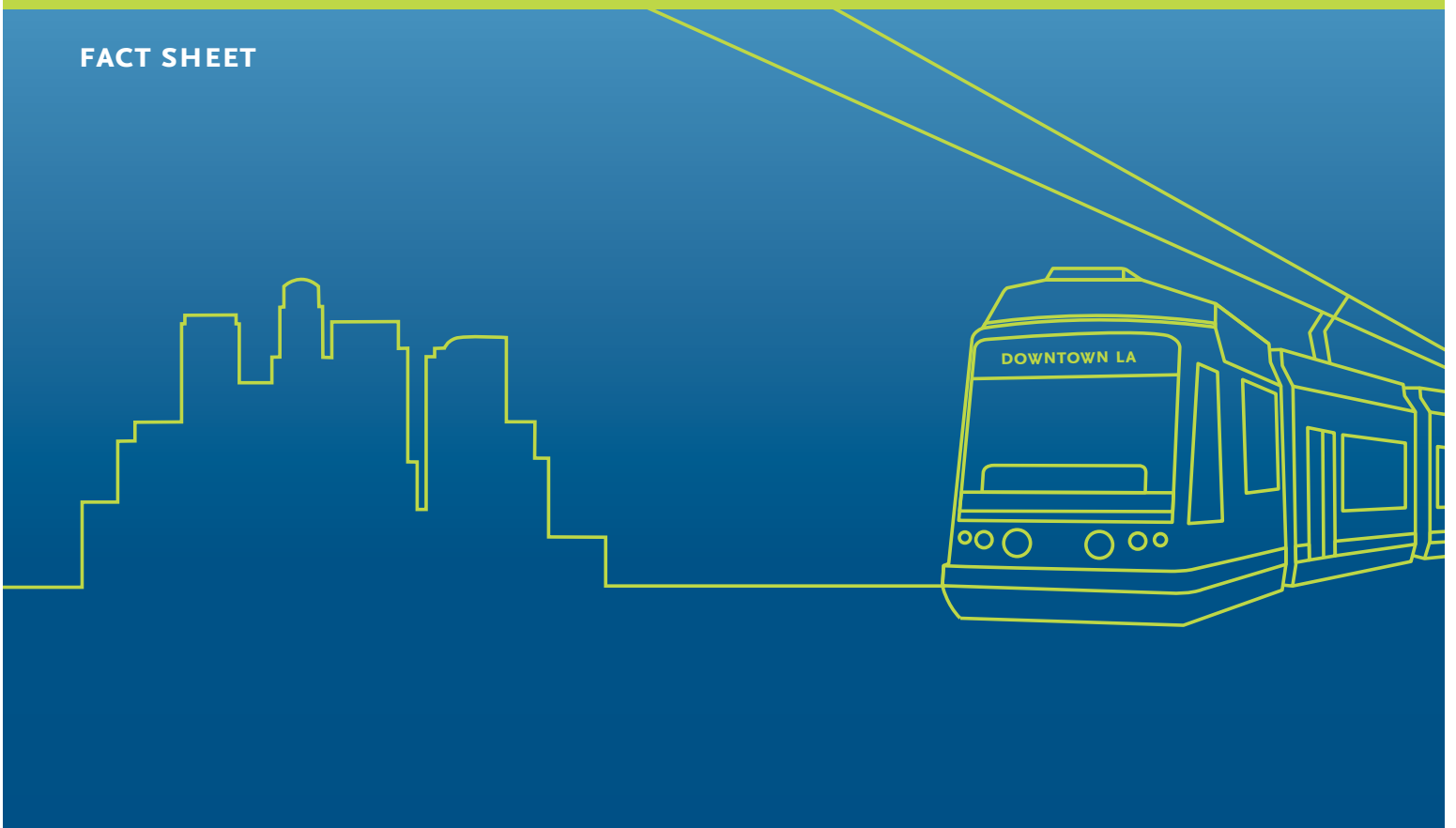


Restoration of HISTORIC STREETCAR SERVICE IN DOWNTOWN LA

FACT SHEET



Overview

The Restoration of Historic Streetcar Service in Downtown Los Angeles (Project) will revive a service that once spanned over 600 miles of the Los Angeles area during the first half of the 1900's. The Project plans to closely follow the early alignments that ran throughout the historic core of downtown.

The several alternatives currently under study range between three and five miles in length and address the challenges of navigating the disconnected districts of

downtown. The project will provide a single-track circulator service that will increase mobility and improve accessibility by connecting residential and employment hubs, shopping districts, civic resources, cultural institutions, historic landmarks and entertainment venues for those who live, work and visit downtown. It will also connect people to a regional network of transit options available in downtown – including the numerous local and regional bus lines, Metro Rail stations and the planned Regional Connector.



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Goals of the Project

1 Enhance mobility and transit circulation in downtown.

- > Connect activity centers and districts
- > Expand transit coverage and circulation
- > Provide simple, localized, high frequency service
- > Alleviate traffic and parking demand
- > Serve transit-dependent populations
- > Improve transit accessibility

2 Support the growth and revitalization of downtown including its historic districts.

- > Restore historic streetcar service
- > Reactivate isolated, depressed areas
- > Support smart, sustainable growth
- > Foster a more livable downtown
- > Encourage historic restoration and transit-oriented development
- > Strengthen downtown's economic competitiveness

Project Study Area

The project study area (PSA) is located in the downtown area of Los Angeles and is just over two square miles. It is home to a burgeoning residential community and to one of the largest employment centers and tourist destinations in Southern California.

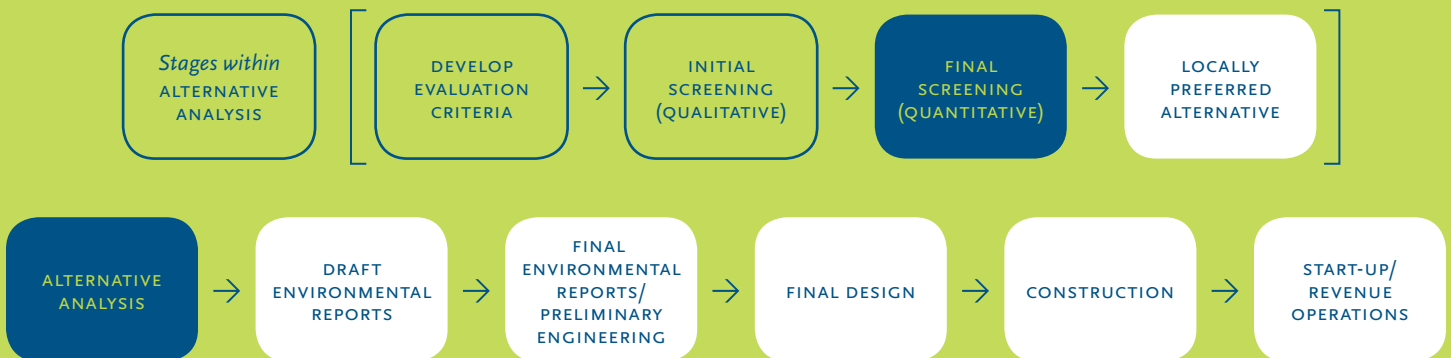
The PSA is bounded by State Route 110 Freeway to the west, Washington Bl to the south, Los Angeles St to the east, and Cesar Chavez Av to the north, with an extension stretching north of Cesar Chavez Av along New High St and Alameda St just north of College St. Districts within the PSA include the Historic Broadway District, Chinatown, El Pueblo, Bunker Hill, the Financial Business District, South Park and the LA Civic Center.

Study Process

On March 24, 2011, the Metro Board of Directors agreed to have Metro serve as the local lead agency in the preparation of the Alternatives Analysis (AA) and environmental review for the Project. Metro is developing the AA in partnership with the Federal Transit Administration (FTA) and in coordination with the City of Los Angeles and the Community Redevelopment Agency of the City of Los Angeles.

The study process requires the selection of a Locally Preferred Alternative (LPA) and an analysis of its environmental impacts. Metro is currently working through the AA that will result in an LPA in 2012. After the AA is complete, the Metro Board of Directors will approve the AA and designate an LPA. The FTA will provide guidance in anticipation of Metro preparing the environmental document.

Project Development Process and Where We Are



Updates

A Community Update meeting was held on November 3, 2011 from 5:30-7pm at the Caltrans building located at 100 S Main St, Los Angeles, CA 90012. Metro shared the results of the final screening process and provided an opportunity for questions and comment.

It is anticipated that the Alternatives Analysis will result in a locally preferred alternative to be recommended to the Metro Board in late winter of 2012.

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