

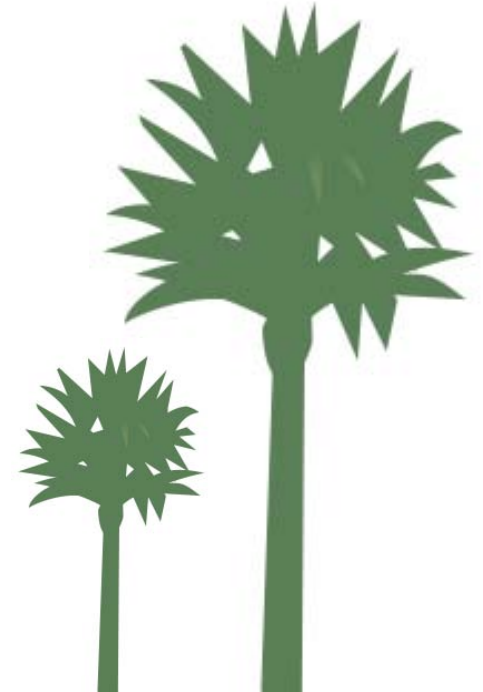
Regional Connector Transit Corridor

Community Update Meetings – April 2010



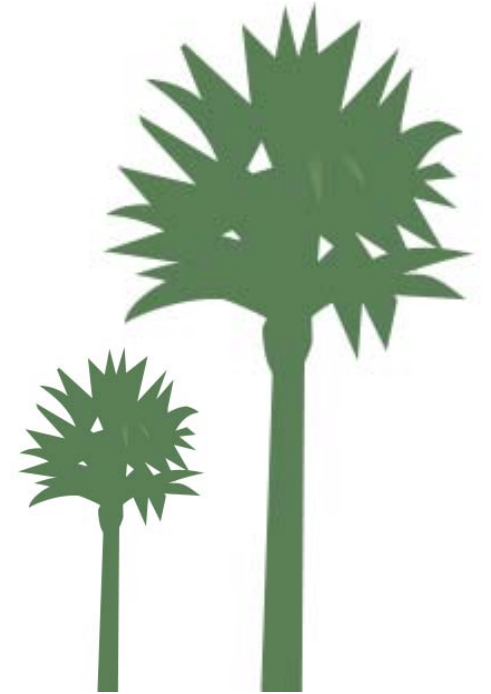
Today's Agenda

- > Introductions
- > Project Update
- > What's Next?
- > Stay In Touch



Community Update Meetings

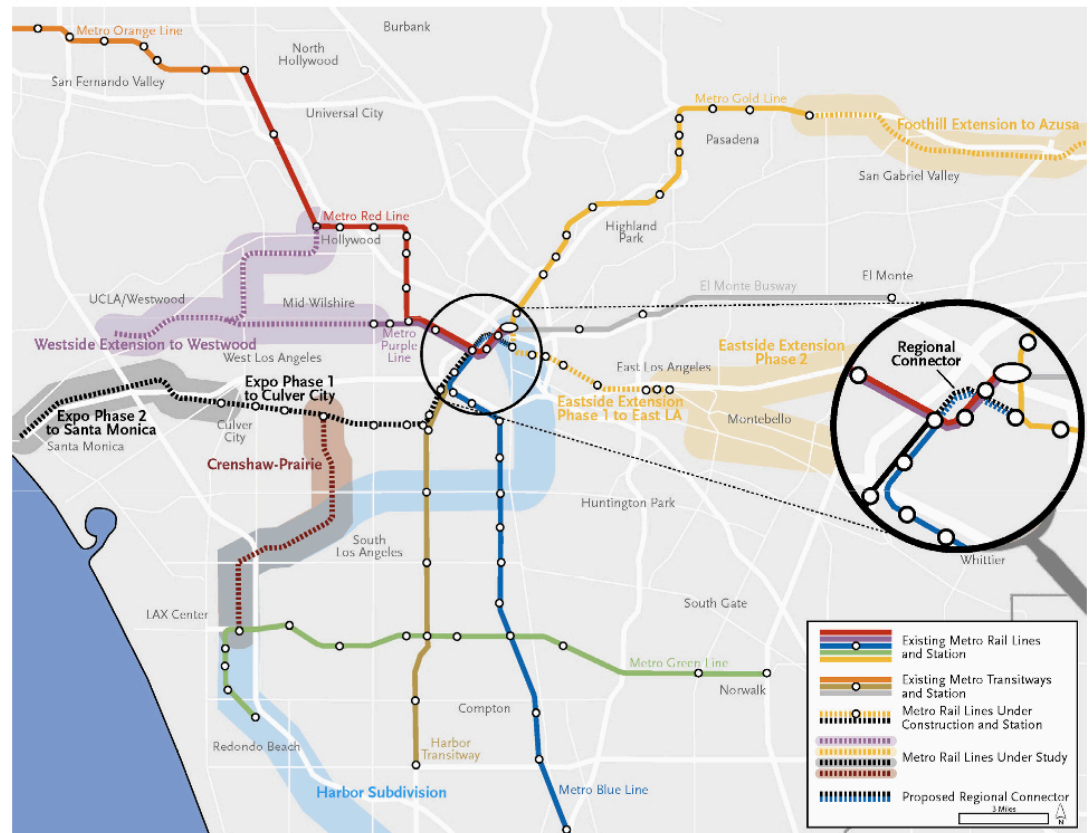
- > April 9, 12 p.m. – Los Angeles Central Public Library, Financial District
- > April 13, 6:30 p.m. – Lake Avenue Church, Pasadena
- > April 14, 2 p.m. – Japanese American National Museum, Little Tokyo
- > April 14, 6:30 p.m. – Japanese American National Museum, Little Tokyo
- > April 17, 11 a.m. – Los Angeles Theater Center



Rail System Overview

By 2035, the following corridors will have selected projects operational as funded by Measure R and other eligible local, state, and federal funds:

- > Regional Connector
- > Westside Extension
- > Eastside Extension Phase 2
- > Crenshaw-Prairie



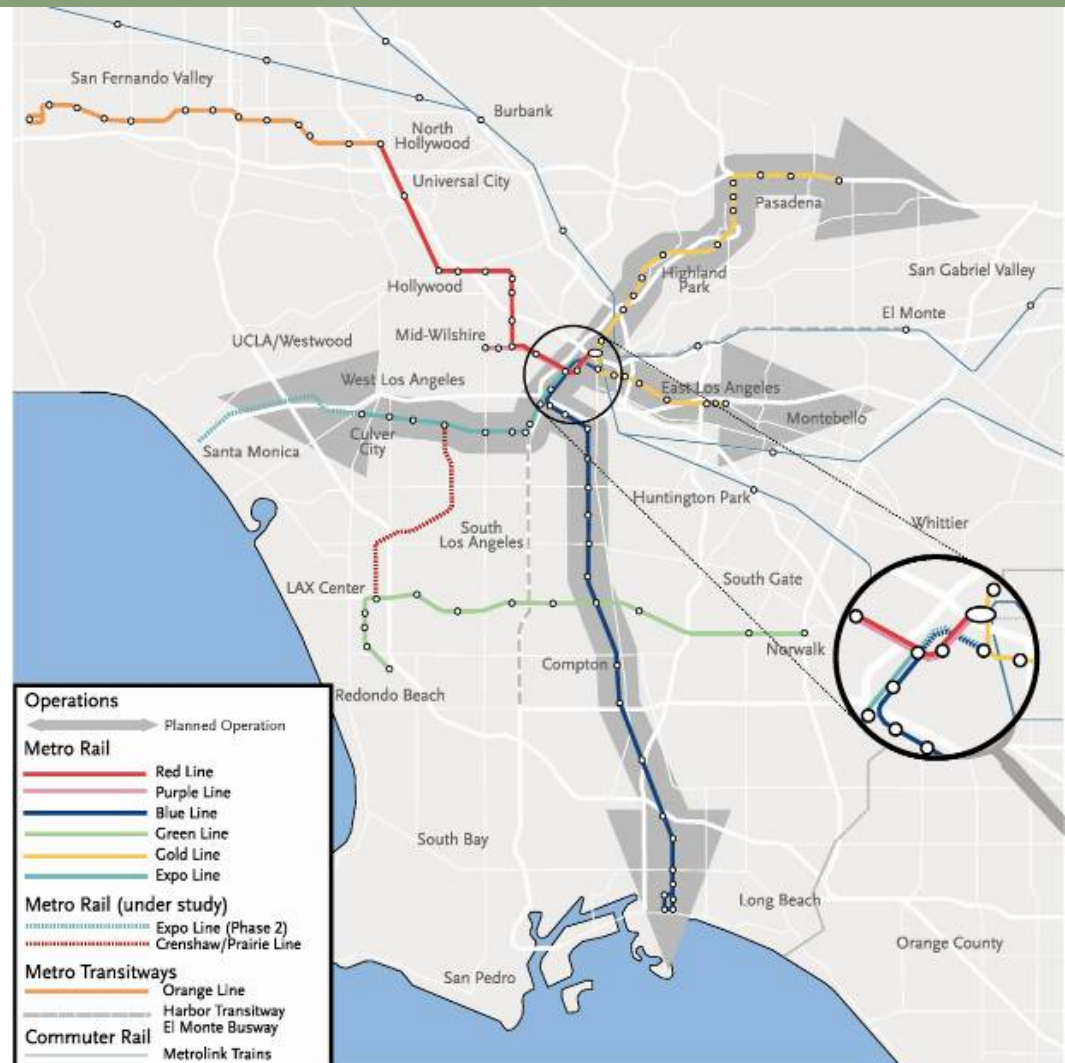
Purpose and Need

- > Los Angeles County population growth: nearly 2 million additional people by 2035
- > Employment density (jobs/acre projected to 2030)
 - > 5th/Flower 390
 - > 2nd/Hope 107
 - > 2nd/Los Angeles 137
- > 5.7 million persons-hours of daily delay
- > Transfers at Union Station and 7th/Metro Center add up to 20 additional minutes per trip
- > Payment of transfers add costs to riders



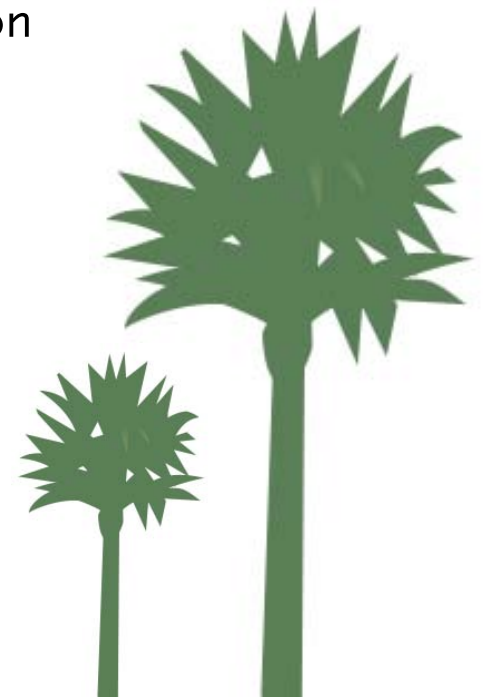
Project Overview

- > Connects the Metro Gold (Pasadena and Eastside), Exposition, and Blue Lines
- > Provides a “One Seat Ride” for travel across the county on light rail
- > Provides for a sustainable mode of transportation, saving people time and money

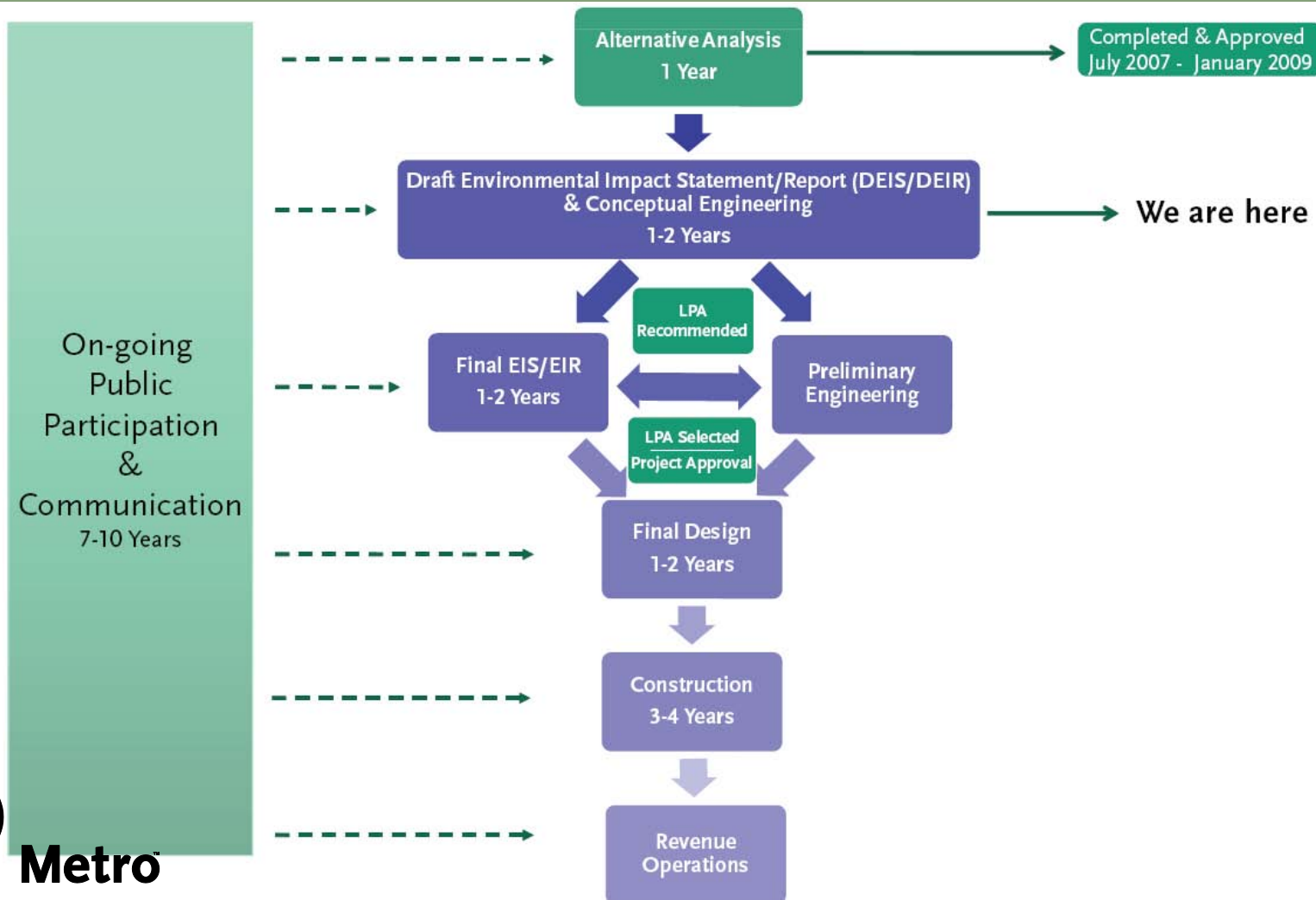


Project Benefits

- > Regional Connector creates two cross-regional lines for Los Angeles County
 - > North to South LRT line (≈50 miles)
 - > East to West LRT line (≈25 miles)
- > Regional Connector improves ridership across the region
 - > Gold Line (1st/Utah to Pomona/Atlantic) 18.4%
 - > Gold Line Eastside Phase 2 11.6%
 - > Gold Line (Chinatown to Sierra Madre Villa) 10.0%
 - > Blue Line (Pico/Flower to Long Beach) 10.9%
 - > Expo Line (Pico/Flower to Santa Monica) 4.7%



Project Development Process



Project Progress

- > November 2008 – Measure R approved by voters
- > January 2009 – Alternatives Analysis Study completed, Metro initiates Draft EIS/EIR Process
- > May 2009 – Public Scoping period ends
- > Summer/Fall 2009 – Refinement of design and continued community outreach
- > Fall 2009 – Metro Board approves Long Range Transportation Plan (LRTP)
- > January 2010 – Request for Proposal (RFP) for Little Tokyo Mitigation Development released
- > February 2010 – Metro authorizes inclusion of a Fully Underground Alternative



Stakeholder Meetings

- > Bringing Back Broadway
- > Central City East Association
- > Downtown Los Angeles Neighborhood Council
- > Go For Broke
- > Higgins Homeowners Association
- > Japanese American Cultural and Community Center
- > Japanese American National Museum
- > Japanese Chamber of Commerce of Southern California
- > Little Tokyo Business Association
- > Little Tokyo CRA CAC
- > Little Tokyo Community Council
- > Little Tokyo Service Center
- > Los Angeles Conservancy
- > Los Angeles Nishi Hongwanji Temple
- > MOCA
- > Savoy Homeowners Association
- > Thomas Properties Group
- > University of Southern California



Urban Design Working Group

- > Consists of stakeholders from the station areas currently under review
- > Initially met as one large group, with three station area meetings
- > An additional meeting will be scheduled to discuss the Little Tokyo/Arts District Station
- > Expect the final UDWG meeting to take place in the summer to discuss all of the stations
- > More urban design planning during the next phase of the project



Little Tokyo Working Group

- > Supports Little Tokyo Community Council (LTCC)
- > Gathers community input
- > Reviews and discusses project alternatives included in Draft EIS/EIR
- > 10 meetings have taken place to dates
 - > Provided an overview of the EIS/EIR process
 - > Discussed project impacts and candidate mitigations for each alternative
- > Provided funding for a consultant to advise the LTCC on candidate mitigation measures specific to the Little Tokyo community



What We Heard

- > Strong support for the Fully Underground LRT Alternative
- > Locate station entrances within the “Office Depot” site and the proposed Nikkei Center development
- > Where possible, maintain businesses along Central Avenue in Little Tokyo
- > Minimize public right-of-way surface construction activities
- > Minimize environmental and quality-of-life impacts during construction
- > Continue to work with stakeholders on the development of candidate mitigation measures throughout the review of the Draft EIS/EIR and Final EIS/EIR

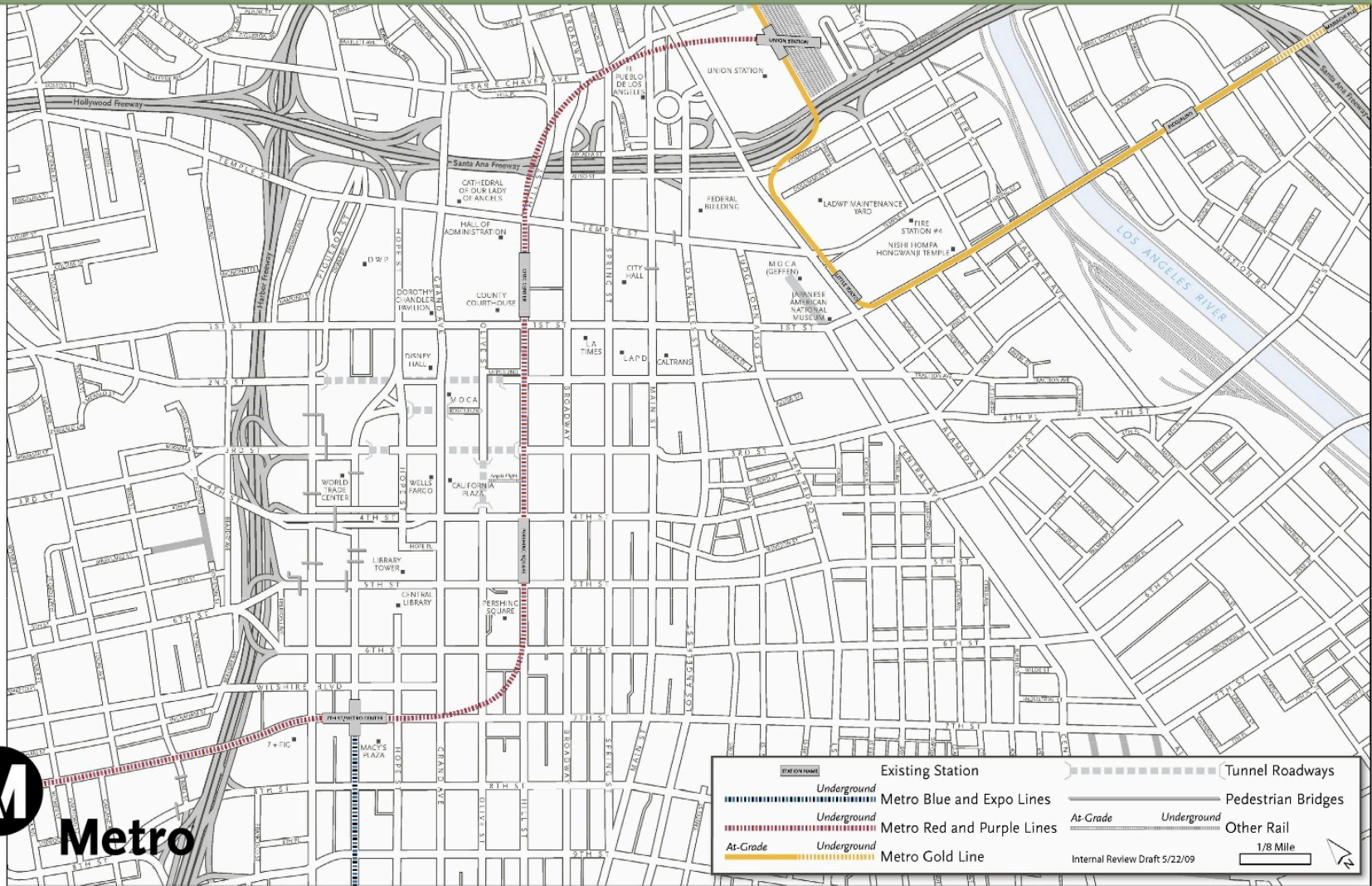


Project Alternatives Under Study

- > No Build
- > Transportation System Management
- > At-Grade Emphasis Light Rail Transit (LRT)
- > Underground Emphasis LRT
- > Fully Underground LRT



Project Alternative: No Build



Project Alternative: Transportation System Management

