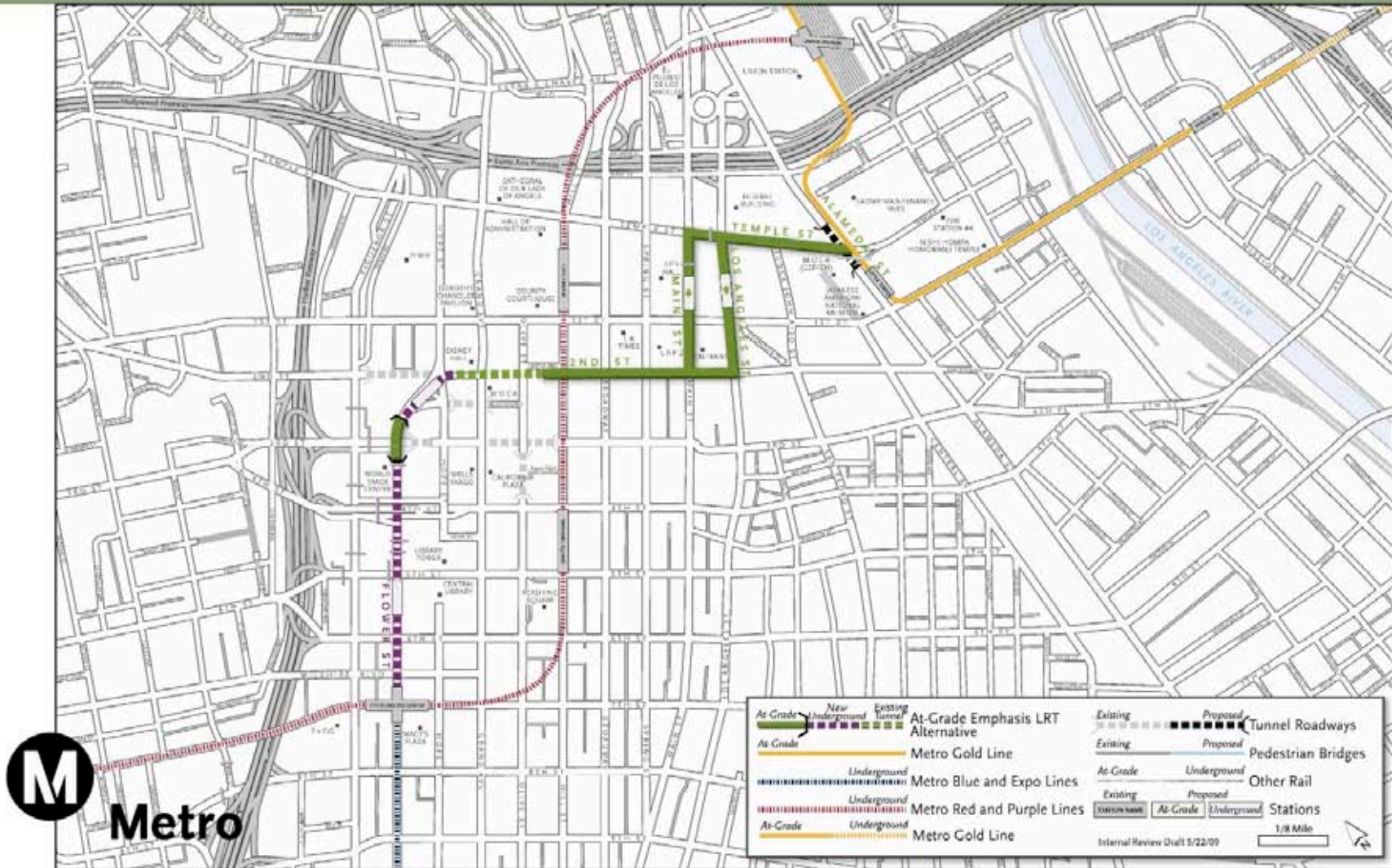
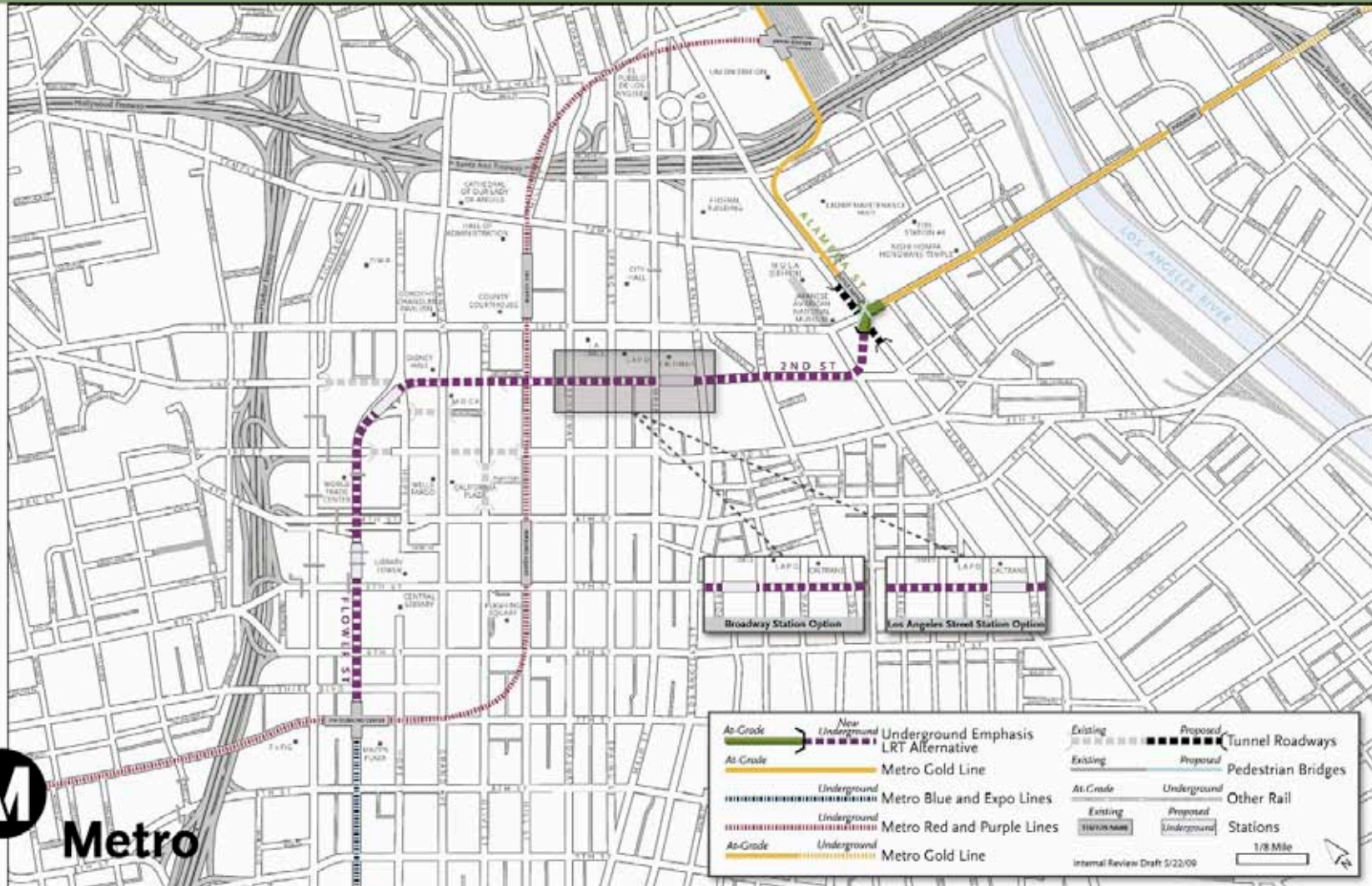


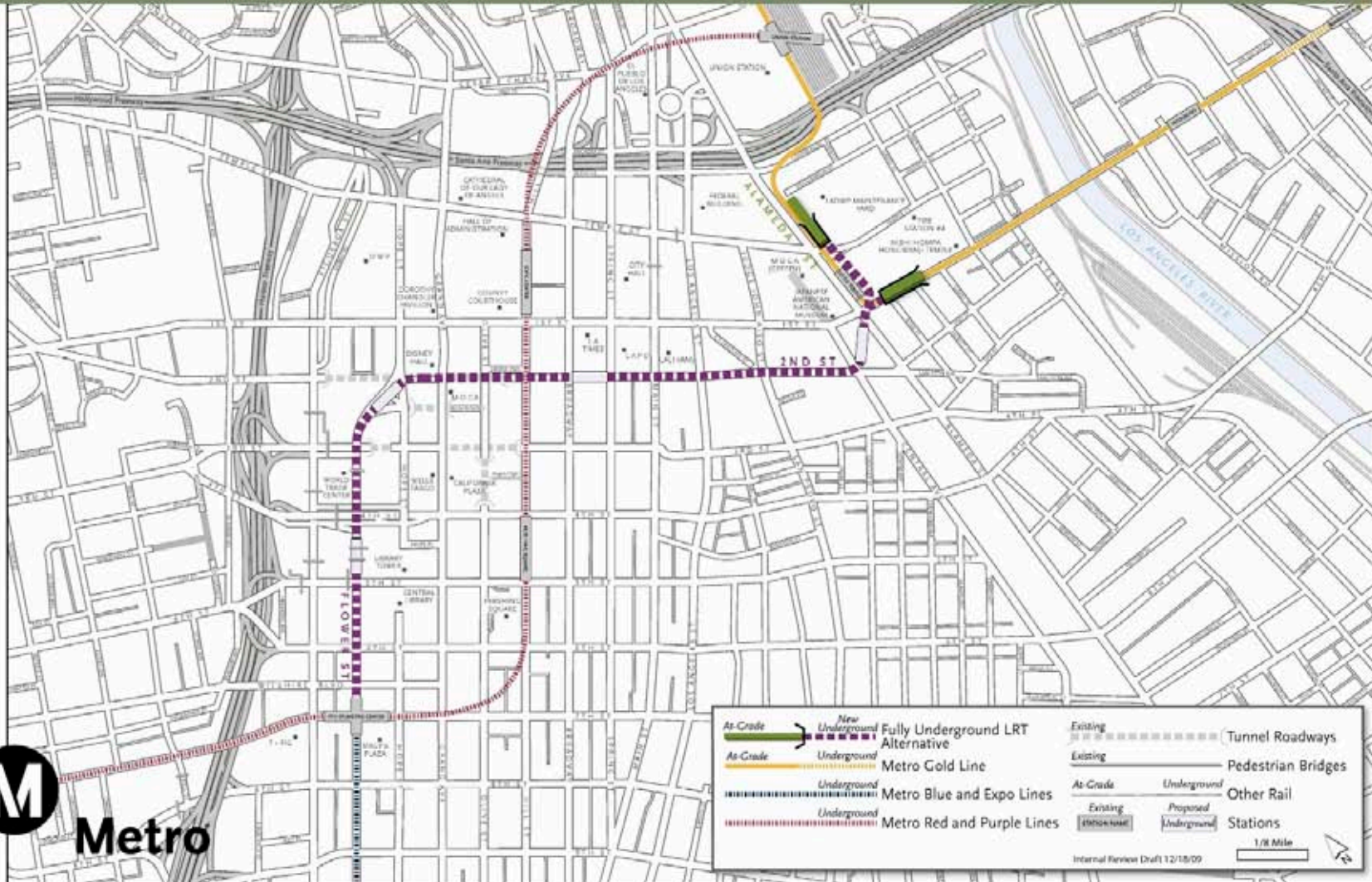
Project Alternative: At-Grade Emphasis LRT



Project Alternative: Underground Emphasis LRT



Project Alternative: Fully Underground LRT



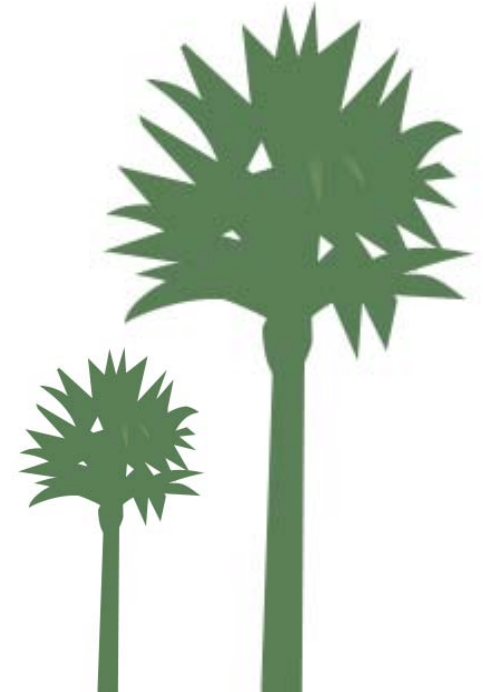
Project Alternative: Fully Underground LRT

- > Tracks would pass under 1st Street at Alameda Street
- > Intersection configuration remains unchanged
- > Trains surface through new portals east of 1st and Alameda Streets, and northeast of Temple and Alameda Streets
- > Provides a 4th underground station at 2nd Street and Central Avenue to serve the Little Tokyo and Arts District communities
- > Commits to an underground station at 2nd Street at Broadway



Project Benefits

- > Fully Underground LRT Alternative
 - > 90,000 passengers would access the Regional Connector daily
 - > 20,000+ passengers would ride LRT rather than a bus
 - > 17,000 new transit riders
 - > Regional Connector saves time and money
 - > Reduces travel time by 30%
 - > Average travel trip savings assumes 5 minutes for transfer
 - > Reduce overall fare cost to riders by eliminating transfers
 - > Cost effectiveness at \$20.38



Project Benefits

- > Compared to the No Build Alternative
 - > Improves performance at up to 11 intersections
 - > Including 1st and Alameda Streets
 - > Reduces annual greenhouse gas emissions by up to 73,000 metric tons
 - > Decreases annual highway Vehicle Miles Travelled (VMT) by 114 million vehicles miles
 - > Net annual energy savings of 650 billion BTUs or equivalent to 115,000 barrels of oil



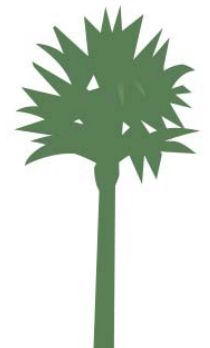
Project Benefits

> Travel Times

	No Build	TSM *	At-Grade Emphasis	Underground Emphasis	Fully Underground
Pomona/Atlantic to Expo/USC	44 minutes	52 minutes	36 minutes	31 minutes	31 minutes 30% improvement
Pico/Flower to Memorial Park	39 minutes	47 minutes	36 minutes	34 minutes	32 minutes 18% improvement
Washington/ National to 2 nd Street	34 minutes to Civic Center	38 minutes	33 minutes to 1 st / Los Angeles Streets	30 minutes	30 minutes 28% improvement

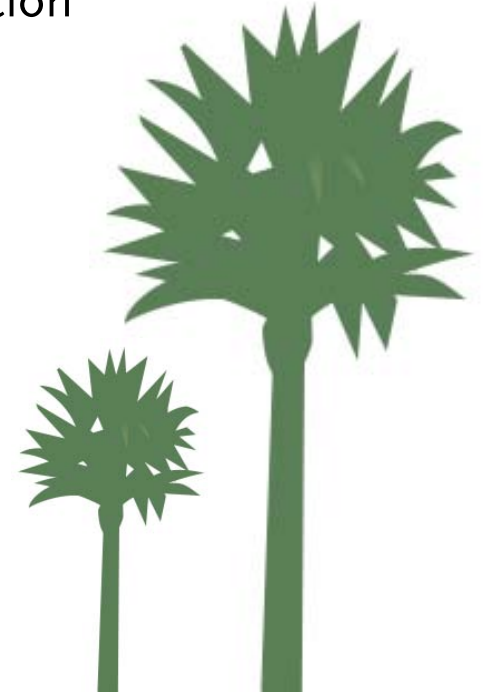


*Assumes 5 minutes for each transfer



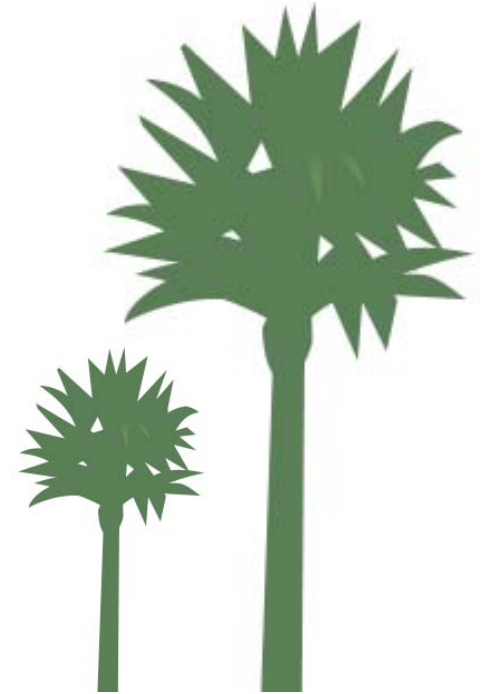
What's Next

- > Community Update Meetings – Spring 2010
- > Draft EIS/EIR released to public – Summer 2010
- > Public Hearings – Summer 2010
- > Metro Board of Directors Meeting – Fall 2010
 - > Present Locally Preferred Alternative Recommendation
- > Could begin Preliminary Engineering – Winter 2010
- > Metro staff to refine Draft EIS/EIR based on submitted comments
- > Final EIS/EIR released to public – Summer 2011

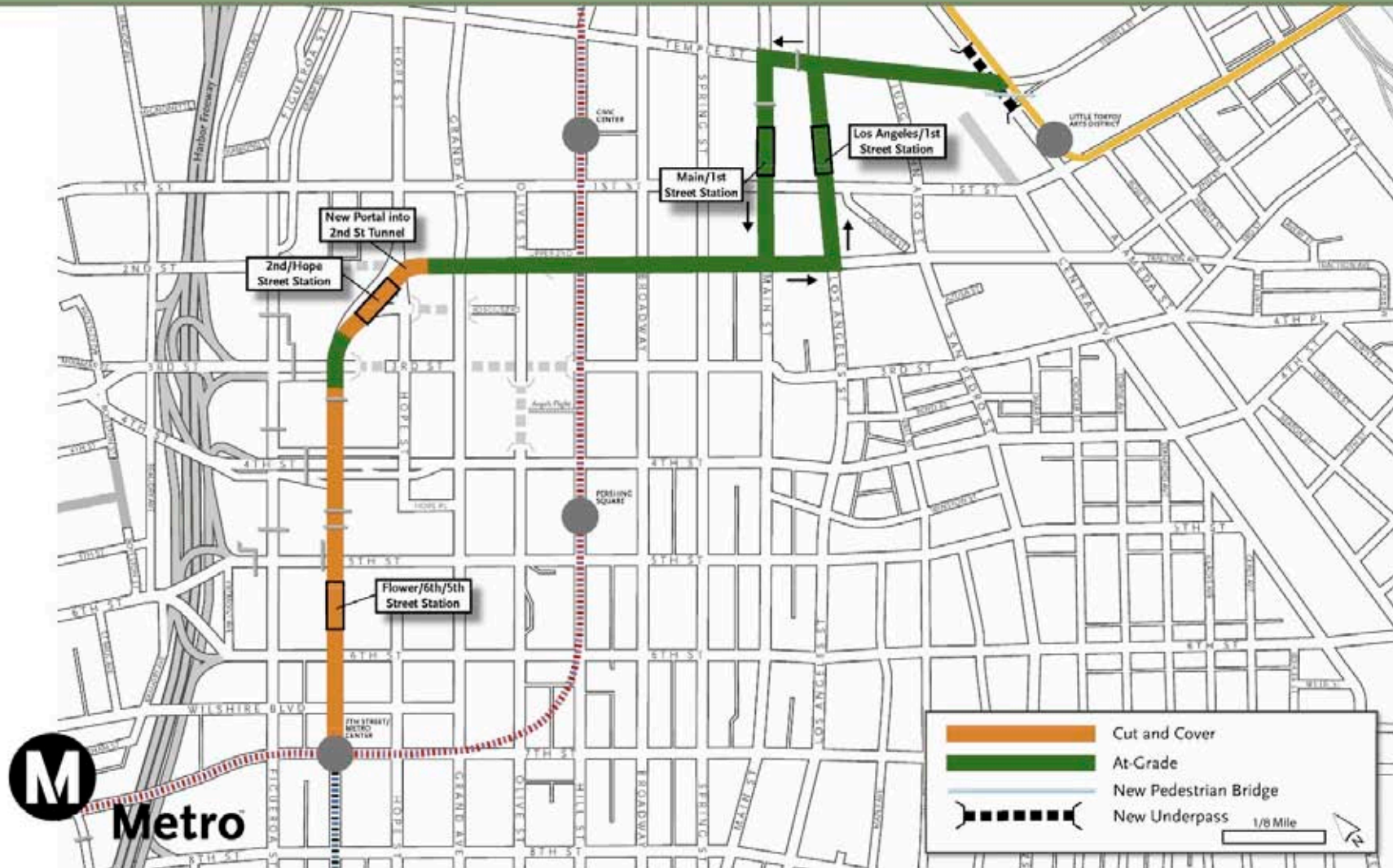


Stay In Touch

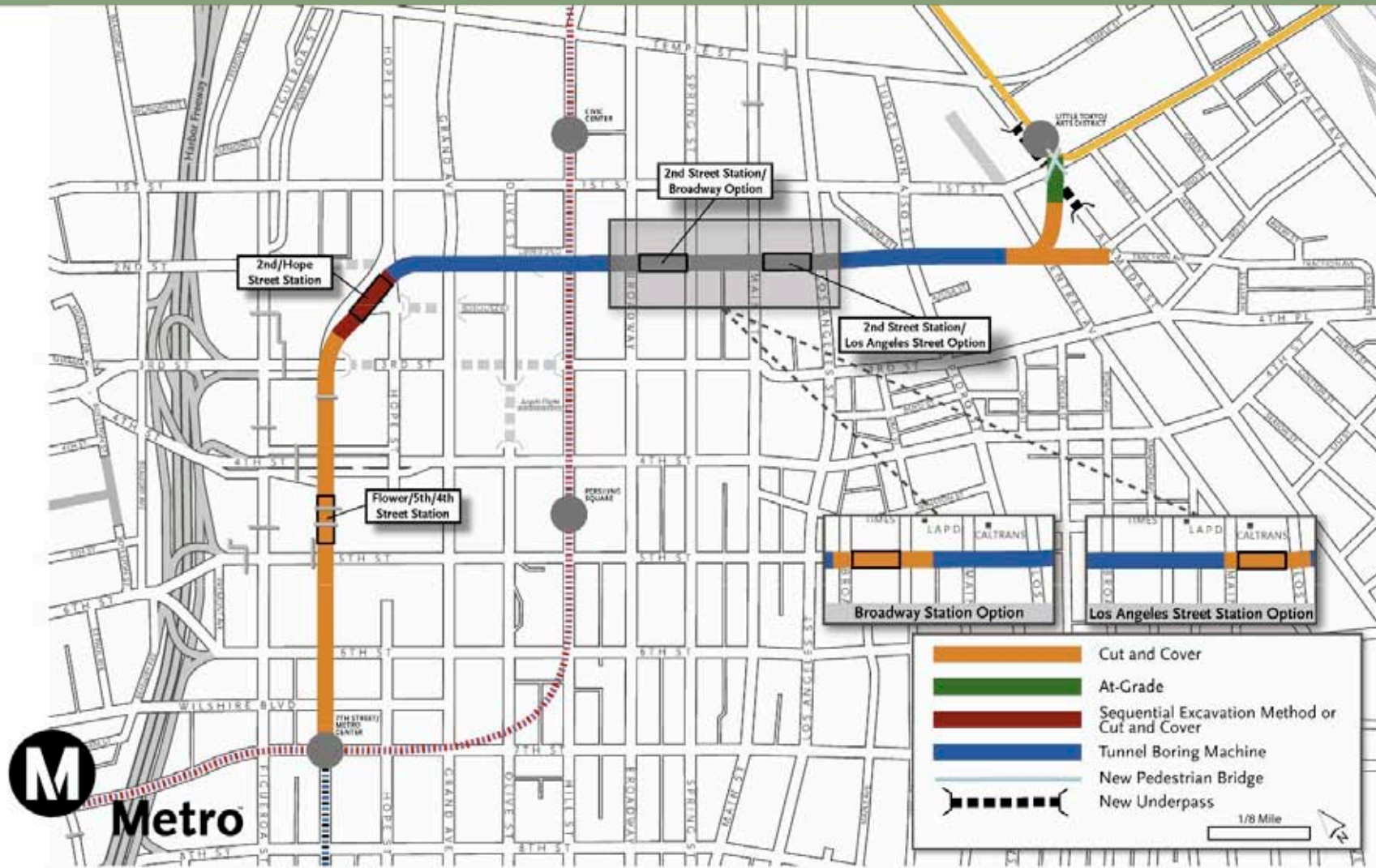
- > Phone – 213.922.7277
- > Email – regionalconnector@metro.net
- > Website – www.metro.net/regionalconnector
- > Facebook – Regional Connector Transit Corridor Study



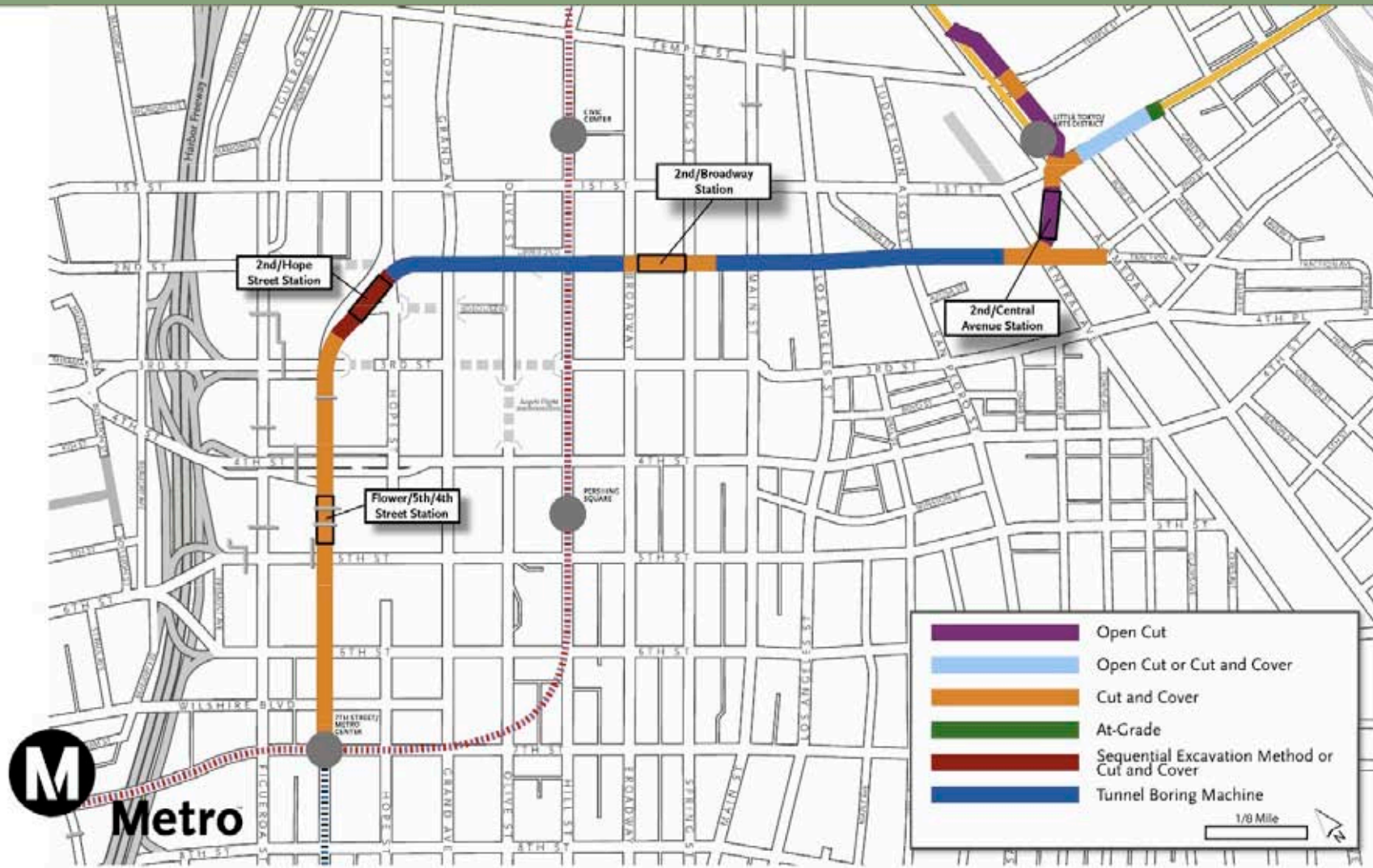
Construction Methods: At-Grade Emphasis LRT



Construction Methods: Underground Emphasis LRT



Construction Methods: Fully Underground LRT



Portions of this appendix have been intentionally left blank. This information is available from Metro upon request.

