SCOPING INFORMATION PACKET

Project Description
The proposed Regional Connector Transit Corridor project would provide a direct link connecting several light rail lines in operation or in construction, including the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line to Long Beach, and the Metro Expo Line to Culver City. The proposed project would create a connection through downtown Los Angeles that would link the Metro Blue and Expo Lines termini at 7th Street/Metro Center Station (7th Street and Flower Street) to the Metro Gold Line at the Little Tokyo/Arts District Station at 1st Street and Alameda Street. With the implementation of the project, these four lines would share tracks and stations in downtown Los Angeles. The project corridor length varies slightly by alternative and is approximately 1.8 miles long.

Project Purpose and Need
The purpose of this project is to improve the region’s public transit service and mobility. The overall goal of the project is to improve mobility within the corridor by connecting to the light rail service of the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line, and the Metro Expo Line. This link would serve communities across the region, allowing greater accessibility while serving population and employment growth in downtown Los Angeles.

Additional considerations supporting the need for the Regional Connector Transit Corridor project include: increased travel times and station overcrowding occurring due to multiple transfers required to traverse the project area; a project area that has many transit dependent residents; poor system connectivity that results in reduced system schedule reliability as current system expansions are completed; and investments within the project area could improve system-wide operations in regards to travel times and safety issues.

Proposed Alternatives
The Regional Connector Transit Corridor Final Alternatives Analysis Report (2009) prepared by the Los Angeles County Metropolitan Transportation Authority (Metro) identified four alternatives for further consideration in the DEIS/DEIR. The four alternatives include: a No-Build Alternative, Transportation System Management (TSM) Alternative, At-Grade Emphasis Light Rail Transit (LRT) Alternative, and Underground Emphasis LRT Alternative.

No Build Alternative
The No Build Alternative would maintain existing transit service through the year 2030. No new transportation infrastructure would be built within the project area aside from projects currently under construction, or funded for construction and operation by 2030 by the recently
approved Measure R sales tax. Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. By the projection year of 2030, some bus service would have been reorganized and expanded to provide connections with the new rail lines; however, the transit network within the project area would largely be the same as it is now.

Transportation Systems Management (TSM) Alternative
The TSM Alternative would include the provisions of the No Build Alternative and add two shuttle bus routes from 7th Street/Metro Center station to Union Station, providing a link between the region’s unconnected LRT services. One route would run along Grand Avenue and 1st Street, and one along Figueroa, Flower, 2nd, and 3rd Streets. The shuttle buses would use existing bus-only lanes, where available, and would be fitted with transit-priority signalization devices similar to those used on Metro Rapid. Stops would be located every few blocks so as to provide full coverage of the area. Each shuttle route would be one and one-half to two miles in length.

At-Grade Emphasis LRT Alternative
This alternative (Figure 1) would extend from the underground 7th Street/Metro Center Station, head north under Flower Street, surface to at-grade north of 5th Street, cross 3rd Street, enter Bunker Hill, and turn northeast through a new entrance to the existing 2nd Street tunnel. The alignment would continue along 2nd Street where it would split into an at-grade couplet configuration on Main and Los Angeles Streets (one track on each roadway) to Temple Street. Then it would head east on Temple Street and realign into a dual track configuration east of Los Angeles Street and join the Metro Gold Line just north of Little Tokyo/Arts District Station on Alameda Street. Due to the high volume of trains that would traverse the Regional Connector, an automobile underpass and pedestrian overpass would be constructed at the intersection of Temple and Alameda Streets to eliminate pedestrian-train and automobile-train conflicts.

There are two options for the configuration on Flower Street. For Option A, trains would transition to underground tracks after crossing 3rd Street and continue to a new underground station just south of 5th Street, then proceed to the 7th Street/Metro Center Station and arrive at the existing Metro Blue Line platform. For Option B, trains would arrive at an at-grade station after crossing 3rd Street, then transition to underground tracks near 4th Street to reach the existing Metro Blue Line platform at 7th Street/Metro Center station. In total, the At-Grade Emphasis LRT Alternative would add 1.8 miles of new double track to the light rail system.

In addition to the Option A and Option B Station configurations, other station locations would include a station adjacent to Bunker Hill, south of 2nd Street and Hope Street, and a split station using Main and Los Angeles Streets between 1st and Temple Streets.
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Underground Emphasis LRT Alternative

From the 7th Street/Metro Center Station, this alternative (Figure 2) would extend north along Flower Street with a new underground station north of 5th Street. At 2nd Street, the underground tunnel would extend east with new underground stations to provide access to Bunker Hill and to the area between Los Angeles Street and Broadway. The tunnel would emerge to at-grade connections with the Metro Gold Line just southwest of the intersection of 1st and Alameda Streets. At 1st and Alameda Streets, a new underpass would carry car and truck traffic along Alameda Street below the rail junction, and a new overhead pedestrian bridge structure would eliminate most conflicts between pedestrians and trains. This alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.
The preliminary schedule is provided below for discussion at the agency scoping meeting.

<table>
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<tr>
<th>Action</th>
<th>Date</th>
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<tr>
<td>Agency Scoping Meeting</td>
<td>March 26, 2009</td>
</tr>
<tr>
<td>Public Scoping Meetings</td>
<td>March 30, 2009 to April 2, 2009 (see below for specific dates)</td>
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<tr>
<td>Scoping Comment Period Ends</td>
<td>May 11, 2009</td>
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<tr>
<td>Development of DEIS/DEIR</td>
<td>Spring – Winter 2009</td>
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<td>Public Hearings/Comment on DEIS/DEIR</td>
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<td>Adoption of Locally Preferred Alternative</td>
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What is an EIS/EIR?

An Environmental Impact Statement/Environmental Impact Report (EIS/EIR) must be prepared for all major projects that may significantly affect the environment. The EIS is prepared in compliance with the National Environmental Policy Act (NEPA) and the EIR is prepared in compliance with the California Environmental Quality Act (CEQA). The purpose of the EIS/EIR is to provide full an open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment.

Scoping Meeting Schedule

Four public scoping meetings will be conducted by FTA and Metro for the public to learn more about the project and provide comments. The scoping meetings will be held at the following locations:

- Monday, March 30, 2009 from 4:30 p.m. to 6 p.m. at the University of Southern California (USC), Alumni Room, Davidson Conference Center, 3415 S Figueroa St, Los Angeles, CA 90007.
- Tuesday, March 31, 2009 from 6:30 p.m. to 8 p.m. at the Lake Avenue Church, 393 N. Lake Ave, Pasadena, CA 91101.
- Wednesday, April 1, 2009 from 6:30 p.m. to 8 p.m. at the Japanese American National Museum (JANM), 369 E 1st St, Los Angeles, CA 90012.
- Thursday, April 2, 2009 from Noon to 1:30 p.m. at the Los Angeles Central Library, Board Room, 630 W 5th St, Los Angeles, CA 90071.

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to roybald@metro.net, or mailed to:

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

Project Information

Additional information may be found on the project website at:
http://www.metro.net/projects_studies/connector