

Appendix U

Powerpoint Presentation

Regional Connector Transit Corridor Project Draft Environmental Impact Statement/ Draft Environmental Impact Report

**Public Scoping Meeting
University of Southern California
Alumni Room, Davidson Conference Center
March 30, 2009**

Agenda

- **Open House** **20 Minutes**
- **Presentation** **20 Minutes**
- **Public Comment** **50 Minutes**

Metro Corridor Studies

Metro has initiated multiple corridor studies for LA County

- **Regional Connector Transit Corridor**
- **Westside Extension Transit Corridor**
- **Eastside Extension Phase 2 Transit Corridor**
- **Crenshaw-Prairie Transit Corridor**
- **Harbor Subdivision Transit Corridor**



Regional Connector Project

- The Regional Connector will directly connect:

Metro Gold Line

Metro Expo Line

Metro Blue Line

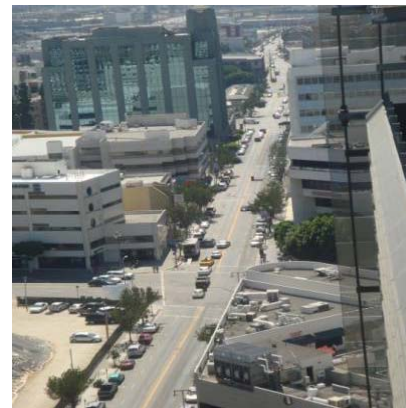
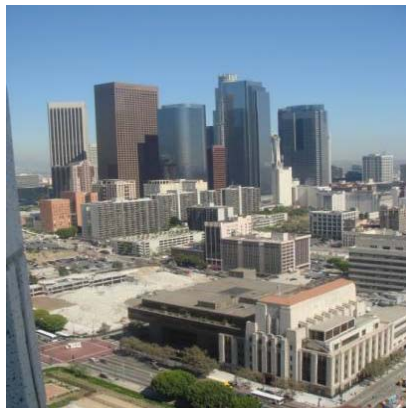
- This will allow a “one seat ride” for riders traveling on Light Rail Trains between Pasadena and Long Beach

- Also provides “one seat ride” for riders traveling on Light Rail Trains between Culver City and the Eastside



Project Purpose

To improve the region's public transit service and mobility by providing a direct connection through downtown Los Angeles that links the region via the Metro Gold Line to Pasadena and East Los Angeles, Metro Blue Line to Long Beach, and Metro Expo Line to Culver City



Project Need

- Multiple transfers required to travel across downtown increasing travel time
- Station overcrowding occurs at transfer stations
- Schedule reliability reduced with system expansion
- Improved system-wide operations in regards to travel times and safety issues
- Better serve transit-dependent residents
- Expected increases in employment & residential growth and traffic congestion over the next 20 years



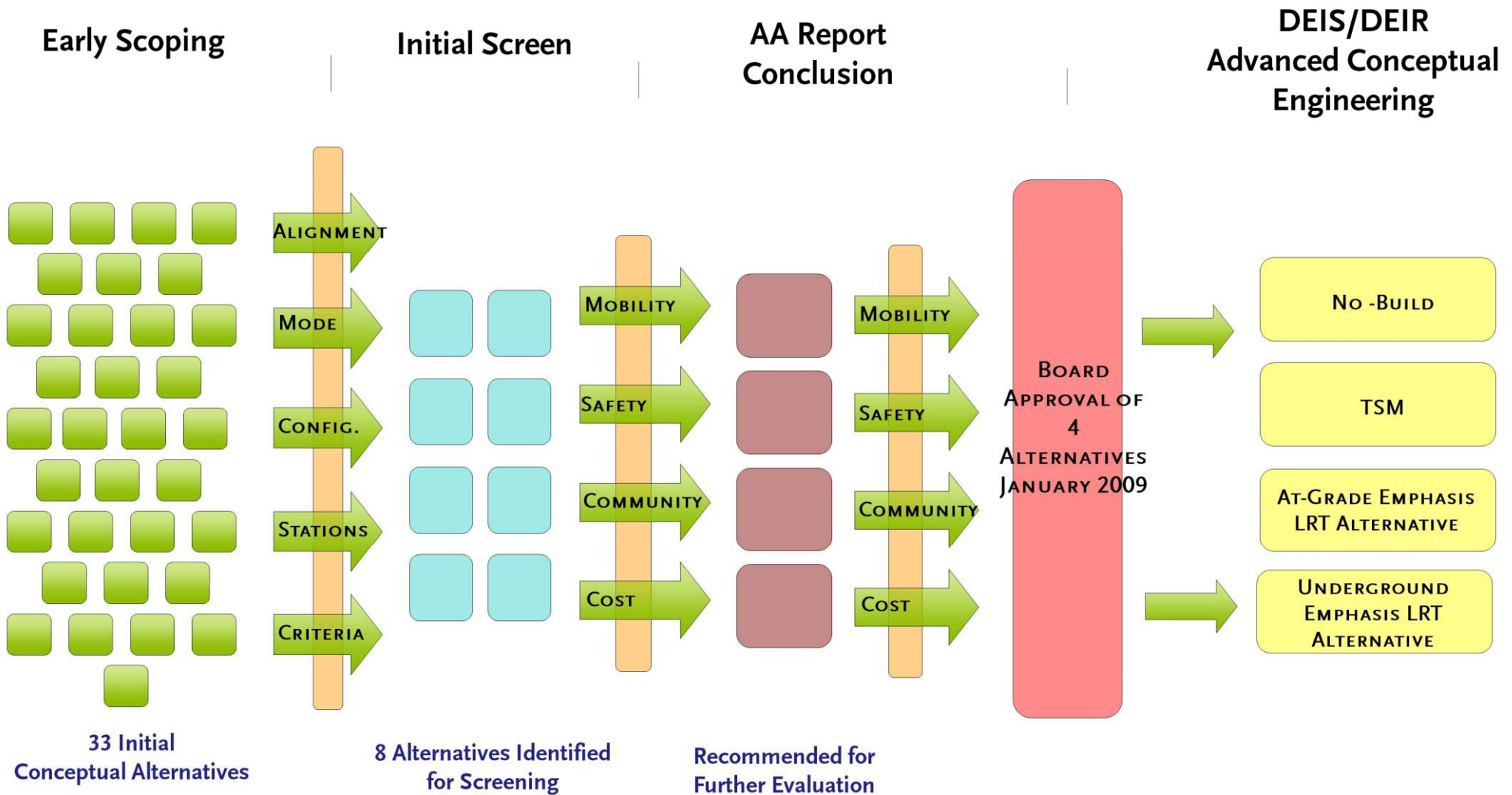
Study Background (1990 – 2004)

- In early 90's, this project was originally planned as an extension of the Metro Blue Line to Pasadena.
(Pasadena to Los Angeles Light Rail Transit Project, 1993)
- Instead, Metro Gold Line to Pasadena was planned and built to 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, approved in 2002, narrows the gap between rail lines.
- Metro performs feasibility and cost studies in 2004 on Regional Connector.
(Regional Light Rail Connector study, 2004)

Recent Progress

- In July 2007, Metro initiated the Alternatives Analysis (AA) Study for the Regional Connector Transit Corridor.
- In November 2008, Measure R was approved and included funding for the Regional Connector Project.
- In January 2009, Metro Board of Directors approved alternatives for further study in a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR)

Alternative Analysis Process



AA Community Engagement

- **3 rounds of Public Meetings**
- **Targeted outreach conducted with key stakeholders such as**
 - **Downtown Los Angeles Neighborhood Council, Little Tokyo Community Council, Bringing Back Broadway, Grand Ave., South Park Stakeholders, Central City Association, Downtown Center BID, Central City East Association, and Historic Core BID**
- **Community engagement will continue throughout the development of the project.**

What we learned so far

The Regional Connector provides

- Travel time savings of 12-21 minutes for those currently transferring to the Metro Red Line
- Increases new transit trips by 8,000-10,000
- Cost savings to riders resulting from reduced number of transfers

Why are we here?

- **The Public Scoping Period is the first step in a DEIS/DEIR process, which concludes on May 11, 2009**
- **Consistent with the National Environmental Protection Act and the California Environmental Quality Act (NEPA/CEQA) as well as the Federal Transit Administration's New Starts Program**
- **Solicit comments from the general public, agencies and organizations on the alternatives, impacts and mitigations to be studied in a DEIS/DEIR**

Public Scoping Period

Notice of Intent to Prepare
DEIS/DEIR published in the
Federal Register

Publications:

- LA Times, La Opinion, Rafu Shimpō, Downtown News, Daily Trojan, Garment Citizen, Pasadena Star News

Total Mailings:

- 174 Agency Mailings
- 1543 Postal Addresses
- 721 Email Addresses



You are invited to a Metro Public Scoping Meeting for the Regional Connector Transit Corridor Project. This project will connect the Metro Gold Line with the Blue and Expo lines through Downtown Los Angeles.

The scoping meetings start the Draft Environmental Impact Study/Environmental Impact Report process per the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) of the Regional Connector. Moving forward for further environmental review are two Build alternatives – an at-grade emphasis alternative, and an underground emphasis alternative, as well as a No-Build and a Transportation Systems Management alternative.

Content presented at the meetings will be identical, so make sure you attend at the time most convenient for you.

Please join us to provide your comments on this next phase of the project.

Monday, March 30, 2009

4:30pm – 6pm
Alumni Room, Davidson Conference Center
University of Southern California (USC)
3415 S Figueroa St, Los Angeles, CA 90007

Tuesday, March 31, 2009

6:30pm – 8pm
Lake Avenue Church
393 N Lake Av, Pasadena, CA 91101

Wednesday, April 1, 2009

6:30pm – 8pm
Japanese American National Museum (JANM)
369 E 1st St, Los Angeles, CA 90012

Thursday, April 2, 2009

Noon – 1:30pm
Board Room, Los Angeles Central Library
630 W 5th St, Los Angeles, CA 90071



For more information, visit
metro.net/regionalconnector or call 213.922.7277.

Scoping Meetings

University of Southern California
3415 S. Figueroa St., Los Angeles

March 30, 2009
4:30 p.m. to 6:00 p.m.

Lake Avenue Church
393 N. Lake Avenue, Pasadena

March 31, 2009
6:30 p.m. to 8:00 p.m.

Japanese American National Museum
369 E. 1st St., Los Angeles

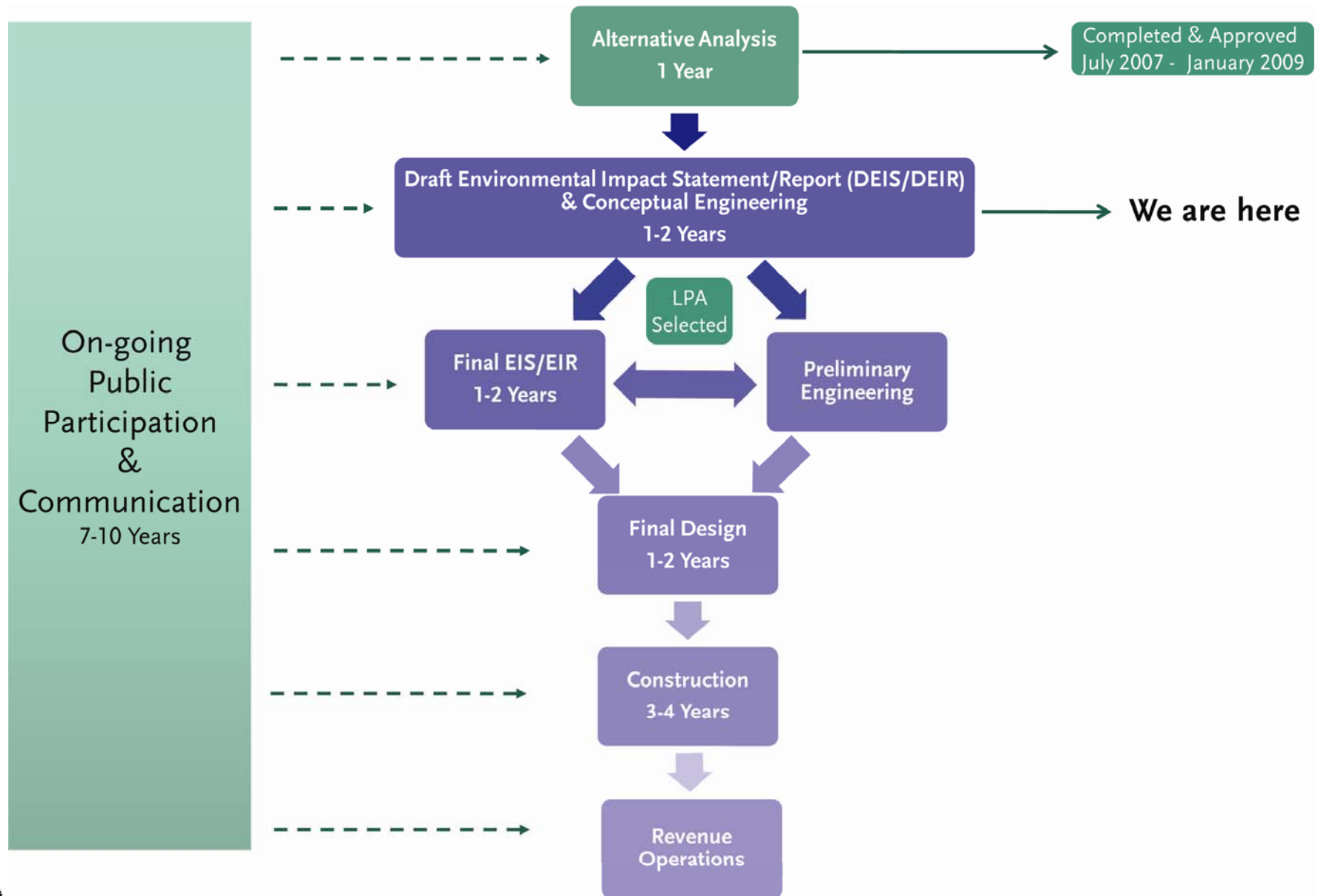
April 1, 2009
6:30 p.m. to 8:00 p.m.

Central Public Library
630 W. 5th St., Los Angeles

April 2, 2009
Noon to 1:30 p.m.



Project Development Process



Alternatives Under Evaluation

- **No Build**
- **Transportation Systems Management (TSM)**
- **At-Grade Emphasis LRT Alternative**
- **Underground Emphasis LRT Alternative**

No Build and TSM Alternatives

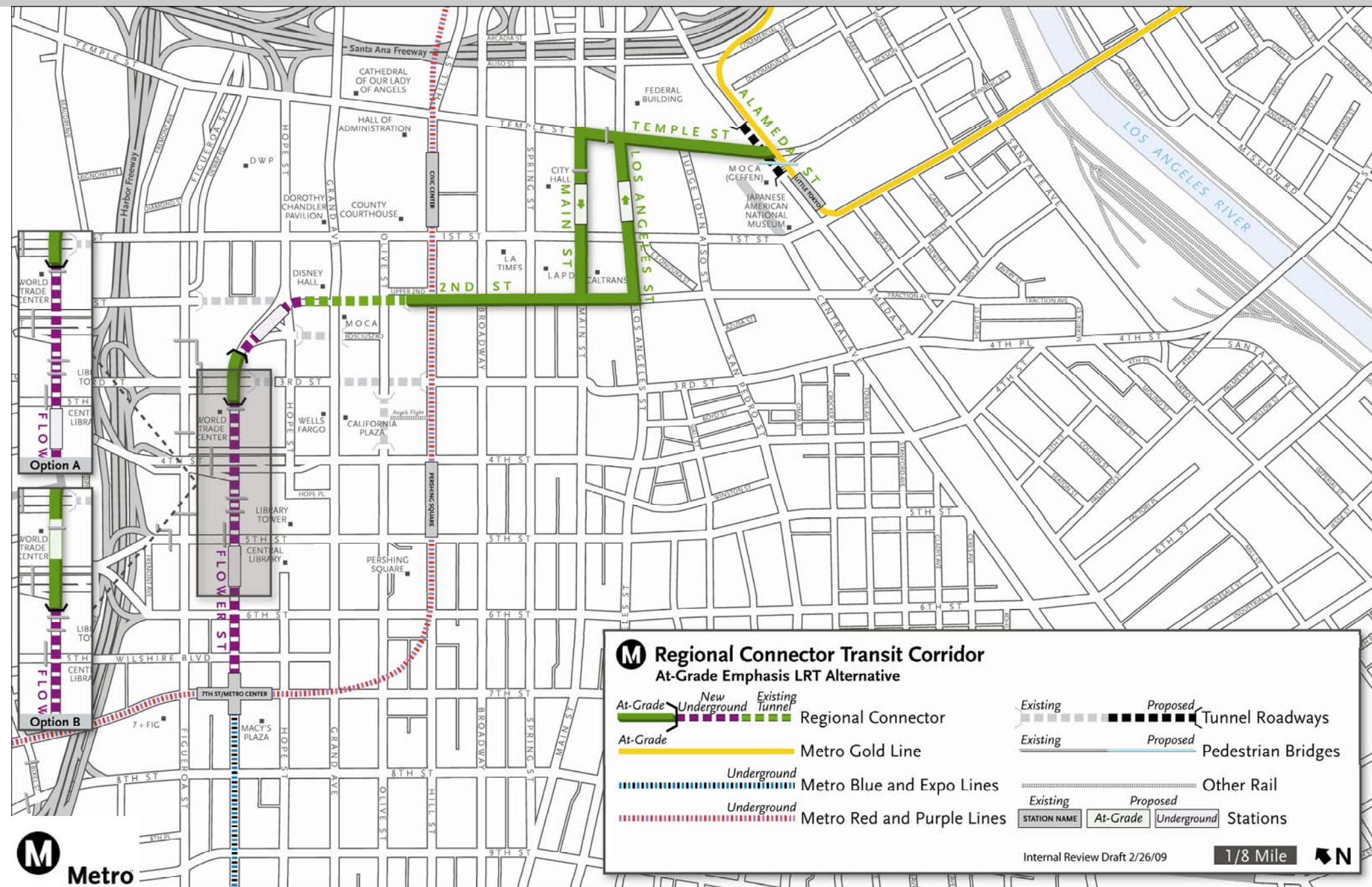
No Build

- No rail improvements other than those planned and included in Metro's 2009 Long Range Transportation Plan (Draft)
- No bus improvements other than normal bus operation growth and adjustments
- Bus operation adjustments for connections to Metro Expo Line & Metro Gold Line Eastside Extension

TSM

- Includes No Build and the addition of 2 shuttle buses linking 7th St. Metro Center Station and Union Station— operating every 2.5 min during peak hours
- Transit Priority System (TPS) could be employed to increase bus speed as well as bus-only lanes where possible

At-Grade Emphasis LRT Alternative

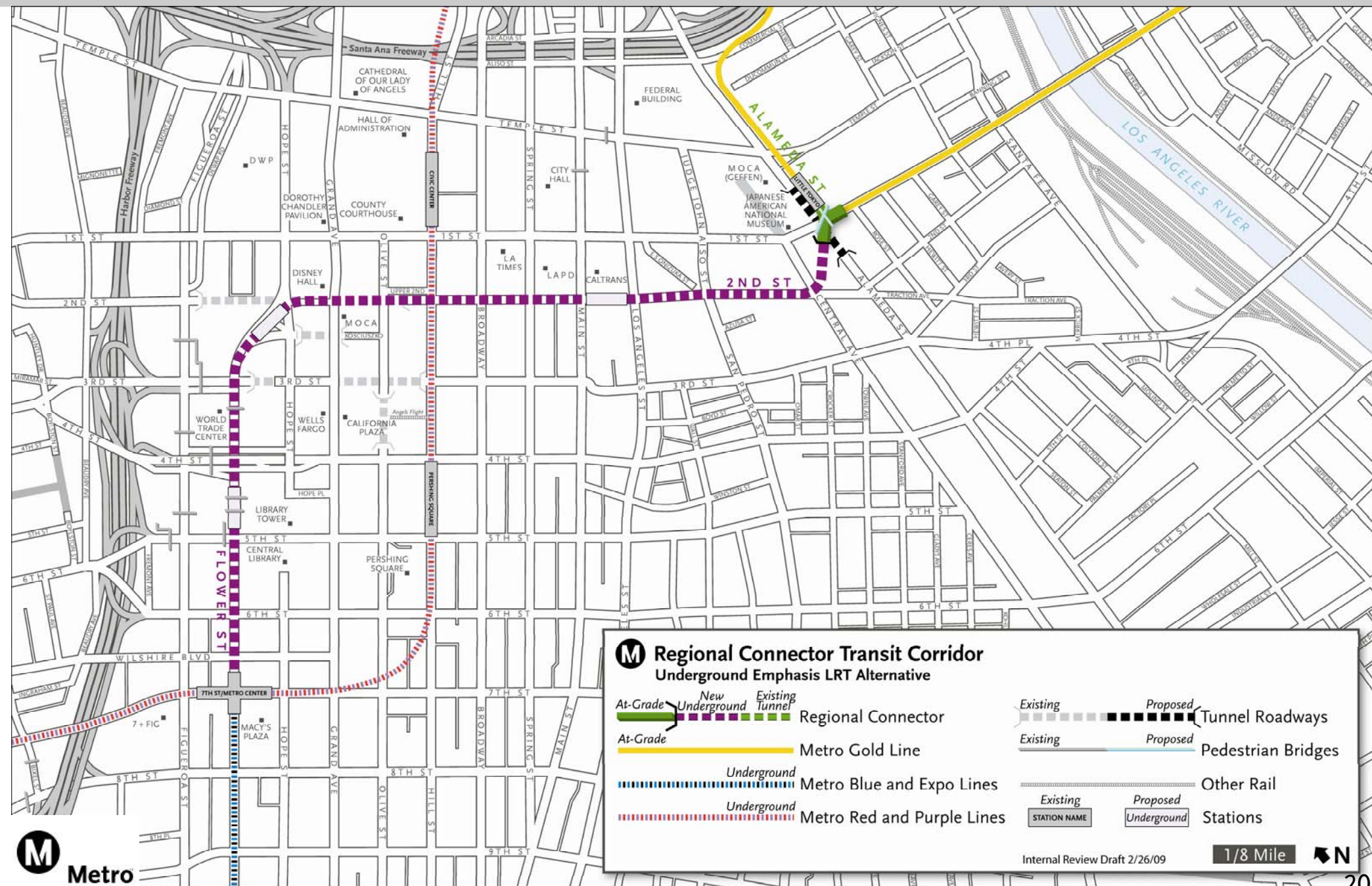


At-Grade Emphasis LRT Characteristics

- Length of new track: 1.8 miles
- Arriving 2.5 minutes during peak hours
- Operates with overhead wires
- Power substations/ancillary facilities
- Underpass at Temple and Alameda, with pedestrian bridge crossing
- Approximate station locations:
 - On Flower between 3rd & 5th Streets (underground or at grade)
 - 2nd & Hope St. (underground)
 - Split station on Los Angeles & Main Streets between 1st & Temple Streets (at grade)
- Existing Little Tokyo/Arts District Station is served by the East/West operation only



Underground Emphasis LRT Alternative



Underground Emphasis LRT Characteristics

- Length of new track: 1.6 miles
- Arriving 2.5 minutes during peak hours
- Operates with overhead wires
- Power substations/ancillary facilities
- Underpass at 1st and Alameda, with pedestrian bridge crossing
- Approximate station locations:
 - On Flower between 4th & 5th Streets (underground)
 - 2nd & Hope Street (underground)
 - On 2nd Street between Main & Los Angeles Streets (underground)
- Existing Little Tokyo/Arts District Station will be served by the north/south operation only









Environmental Issues to be Analyzed

The purpose of the DEIS/DEIR is to further refine the project alternatives and demonstrate project benefits while identifying the potential effects of construction and operation. Measures to enhance project alternatives and to avoid, minimize, and mitigate adverse impacts will be identified and evaluated so that the best project alternative is selected.

- Traffic, Transit & Parking
- Visual & Aesthetics
- Air Quality
- Cultural/Historic Resources
- Safety & Security
- Geology & Soils (Subsurface & Seismic)
- Water Resources
- Biological Resources
- Noise & Vibration
- Energy Use
- Hazardous Materials
- Parks & Other Community Facilities
- Land Use
- Displacement/ Relocation of Uses
- Community Impacts
- Economic Development
- Fiscal Impacts
- Environmental Justice
- Growth Inducing Impacts



DEIS/DEIR Schedule

	2009			2010		
	Mar-April	May-Sept	Oct-Dec	Jan-Feb	Mar-May	June-Aug
NOI/NOP to Prepare DEIS/DEIR	★					
Public Scoping Meetings						
Environmental Analyses & Review					★	
Public Review of DEIS/DEIR						
Selection of Locally Preferred Alternative (LPA)						★
Prepare Request to enter Preliminary Engineering						
Ongoing Public Updates						

Results of Scoping and DEIS/DEIR

- **Comments will be collected for the record until May 11, 2009**
- **Comments will be addressed in the DEIS/DEIR**
- **Continued public updates and participation**
- **Selection of a Locally Preferred Alternative (LPA) by Metro Board at conclusion of public review process**

Public Comments

- Scoping comment period through May 11, 2009
- Complete comment form
 - At a scoping meeting
 - By Mail: Dolores Roybal Saltarelli, Project Manager
One Gateway Plaza – MS 99-22-2,
Los Angeles, CA 90012
 - Via web: www.metro.net/regionalconnector
 - Email: regionalconnector@metro.net



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