

**MOTION BY DIRECTORS KATZ AND FLEMING
PLANNING AND PROGRAMMING COMMITTEE**

September 14, 2005

Item 7-- Regional Connector through the Central Business District

WHEREAS the Board-adopted 2003 Short Range Transportation Plan was developed for the purpose of providing a “focused near-term action plan that puts the pieces of the mobility puzzle together and **guides our actions through 2009**” (p.1); and

WHEREAS the Board-adopted 2003 Short Range Transportation Plan included a “**Metro Rail Action Plan**” that would “Explore the feasibility of a Regional Light Rail connector that connects the Metro Gold Line, Metro Blue Line, and Exposition light rail lines through Downtown LA” and that this regional connector “would allow uninterrupted service across a variety of Metro Rail Lines” (p.18); and

WHEREAS in response to this Board directive, the LACMTA hired a consultant to complete a feasibility study in 2004 and the consultant developed a series of conceptual alternatives for a regional connector; and

WHEREAS a regional connector will allow Southern Californians to seamlessly travel by rail across various parts of the county, boost ridership along on the MTA rail system, and alleviate a current operational restraint that requires all light rail trains entering the 7th Street/Metro Center station to be “turned back” for the return trip; and

WHEREAS more detailed analysis needs to be completed by LACMTA staff to further explore alternatives, develop an implementation schedule, and identify funding sources for a regional connector.

NOW THEREFORE BE IT RESOLVED that the Board direct the CEO to:

1. Identify and allocate agency funding to initiate an appropriate alternatives analysis on a regional connector; and
2. Report back to the Board no later than the November/December 2004 Board meeting on the following items:
 - A. Impact of the regional connector on the current ridership for the Metro Blue Line, Red Line, and Gold Line and estimated ridership for the Expo Line and Eastside Extension; and
 - B. Implementation timeline and costs for each phase of work related to the options for a regional connector, including completion of the alternative analysis, environmental work, design, preliminary engineering, final design, right-of-way acquisition and construction; and
 - C. Possible sources of funding to complete a regional connector.