

Appendix T

Meeting Boards and Scoping Packet

Welcome!

Thank you for attending this public scoping meeting for the Regional Connector Transit Corridor project. The public scoping meetings start the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) process.

Agenda

- **Open House – 20 Minutes**
- **Formal Presentation – 20 Minutes**
- **Public Comment Period – 60 Minutes**

Project Purpose

The project purpose is to improve the region's public transit service and mobility by providing a 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.

- Support Community Planning Efforts
- Public Involvement and Community
- Improve Local and Regional Mobility and Accessibility
- Provide a Cost Effective Transportation Alternative
- Provide a Financially Feasible Project
- Provide a Safe and Secure Transportation Alternative



Project Need

- Multiple transfers to travel across downtown result in overcrowding at stations and increased travel times
- Project area has many transit-dependent residents
- As the Metro Expo Line and Metro Gold Line Eastside Extension are completed, the lack of regional connectivity may result in reduced schedule reliability
- Improved system-wide operations could result in improved travel times and safety throughout the entire system
- Employment & residential growth and traffic congestion in the region expected to increase over the next 20 years



Environmental Issues to be Analyzed

The purpose of the DEIS/DEIR is to study the potential effects of the construction and operation of the proposed project alternatives. Measures to avoid, minimize, and mitigate adverse impacts will be identified and evaluated.

- 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



Mode: Light Rail Transit (LRT)

- At grade, below grade
- Exclusive lane
- Overhead electrical power
- Up to 55 mph/up to 35 mph or posted speed if street running
- Up to 3 cars/train
- Up to 500 passengers/train
- Approximately one mile station spacing (closer in urban areas)
- Approximately 270-foot long high platform stations

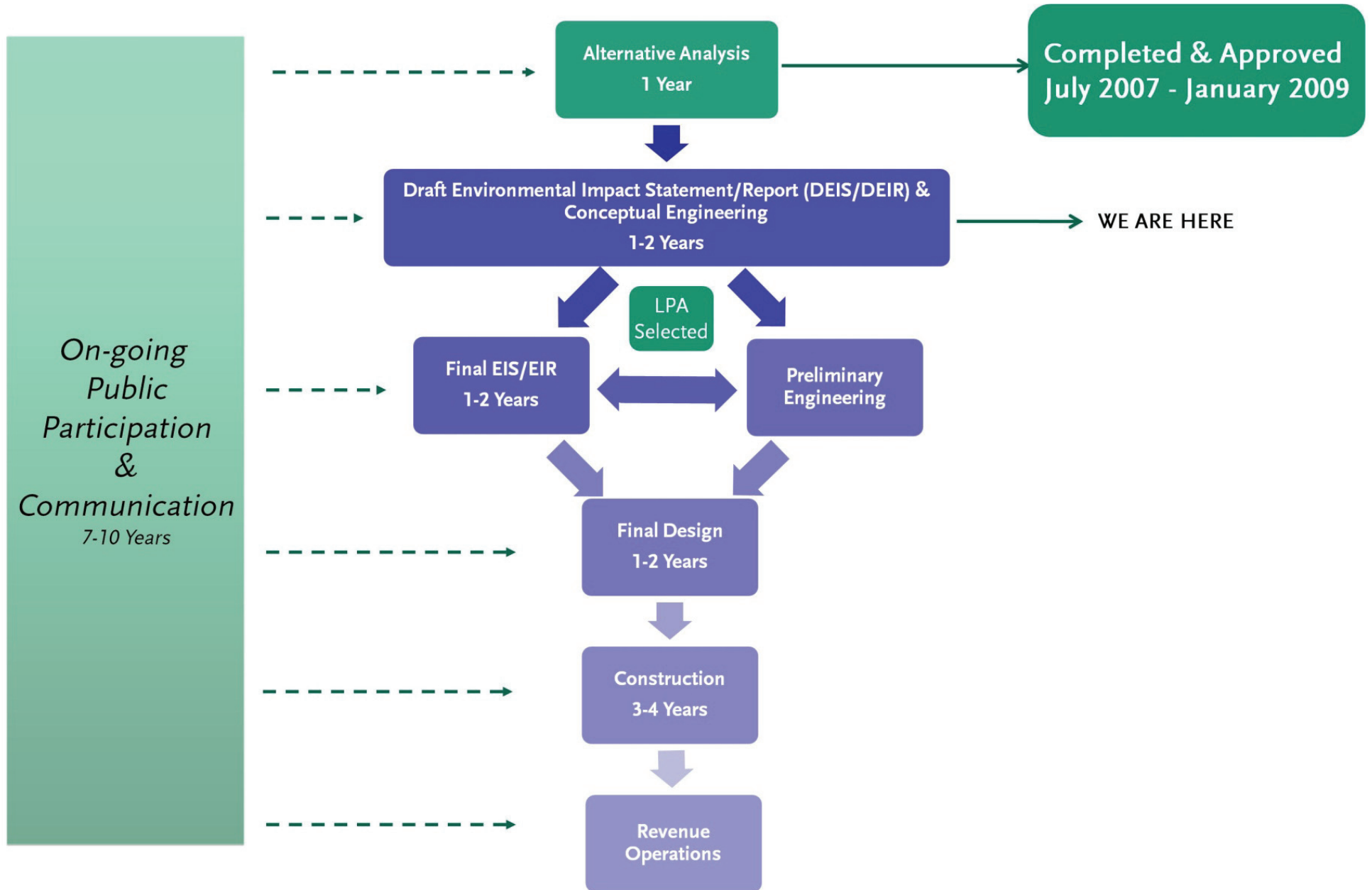


Environmental Review Schedule

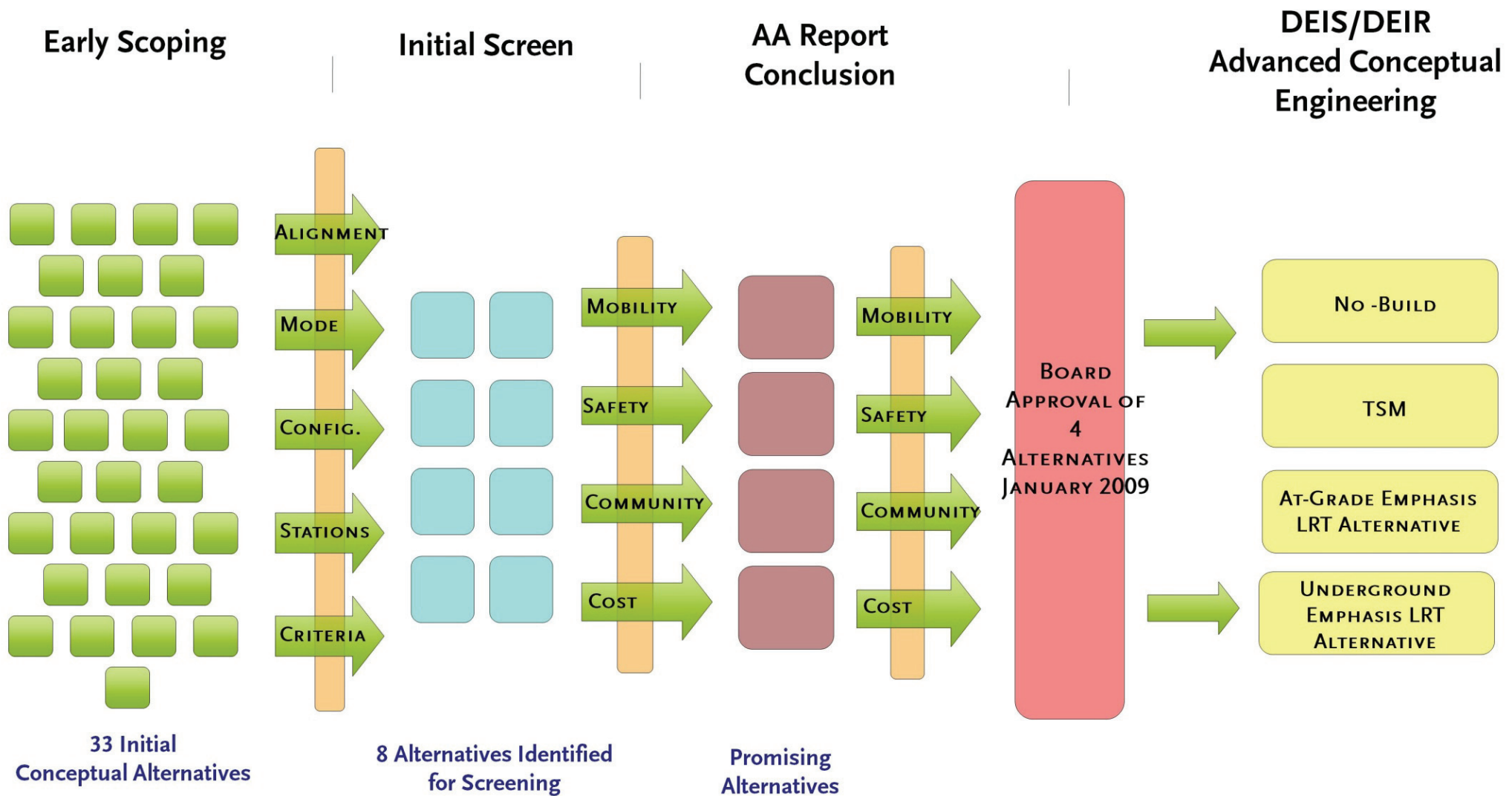
	2009			2010		
	Mar-April	May-Sept	Oct-Dec	Jan-Feb	Mar-May	June-Aug
NOI/NOP to Prepare DEIS/DEIR	★					
Public Scoping Meetings						
Environmental Analyses & Review				★		
Public Review of DEIS/DEIR						
Selection of Locally Preferred Alternative (LPA)						★
Prepare Request to enter Preliminary Engineering						

-  *Public Participation Opportunities*
-  *Project Tasks*
- ★ *Milestone: Circulate DEIS/DEIR*

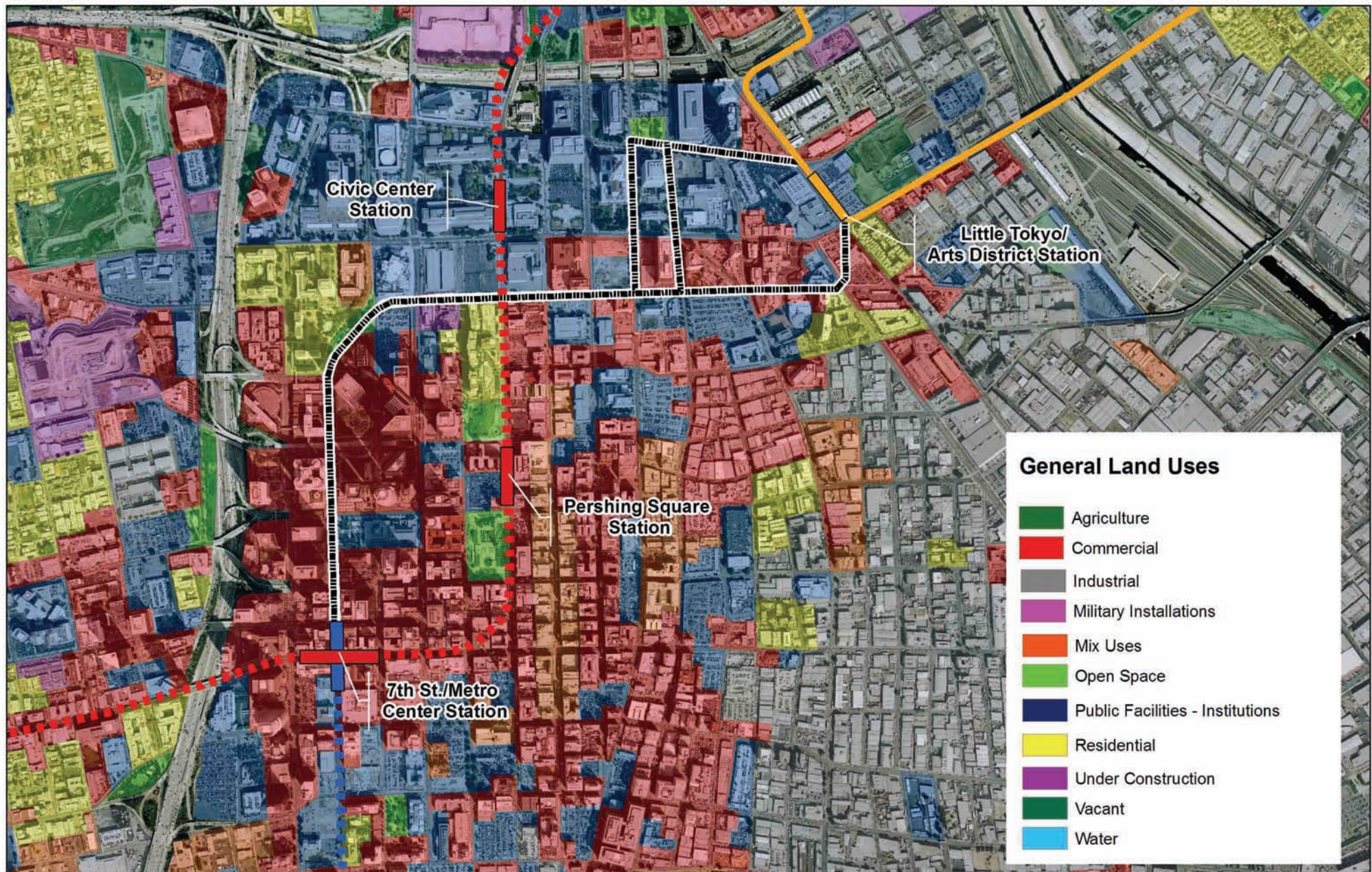
Project Development Process



Alternatives Analysis Process



Land Use

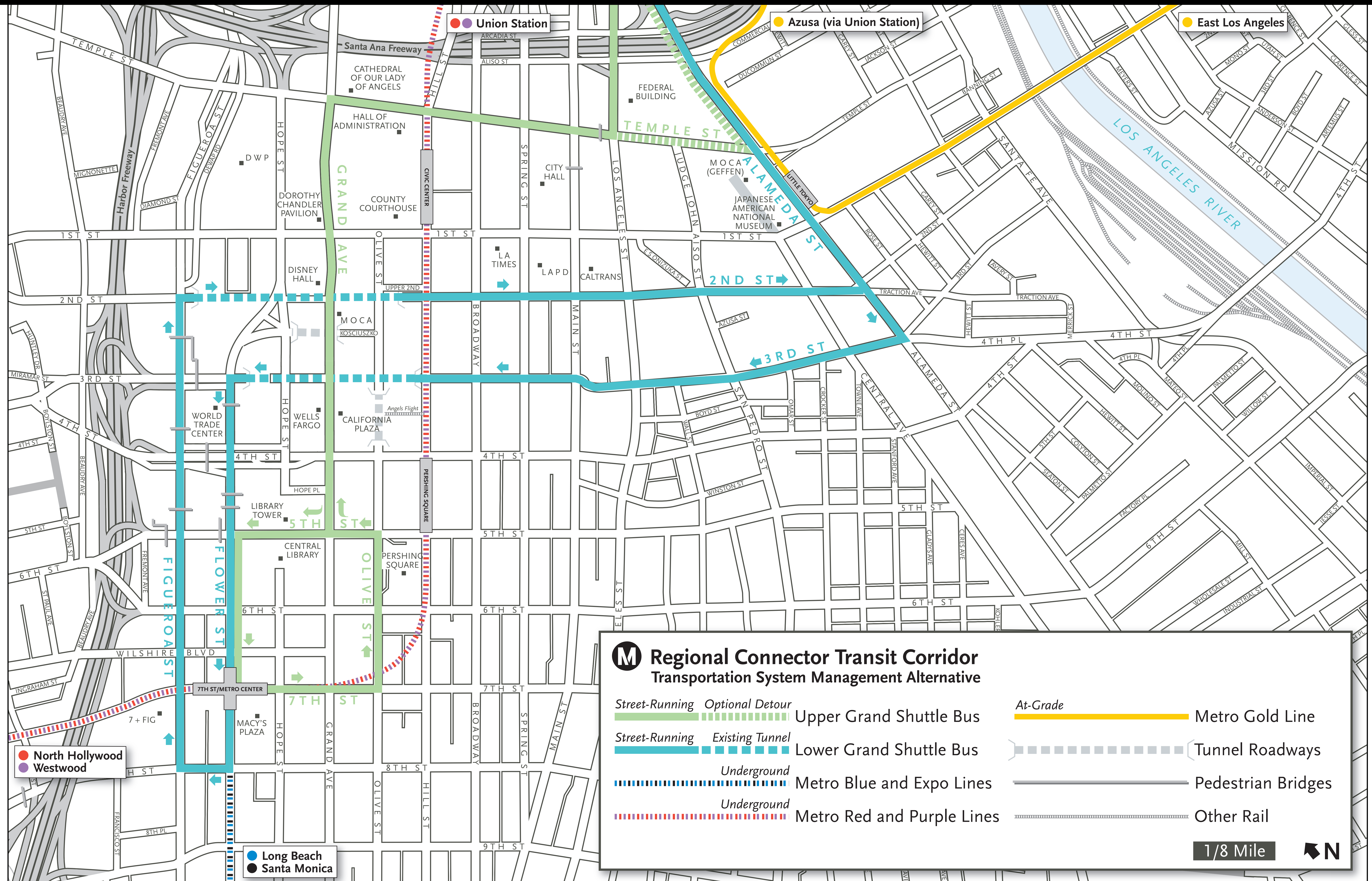


Upon Metro Board Approval, January 2009



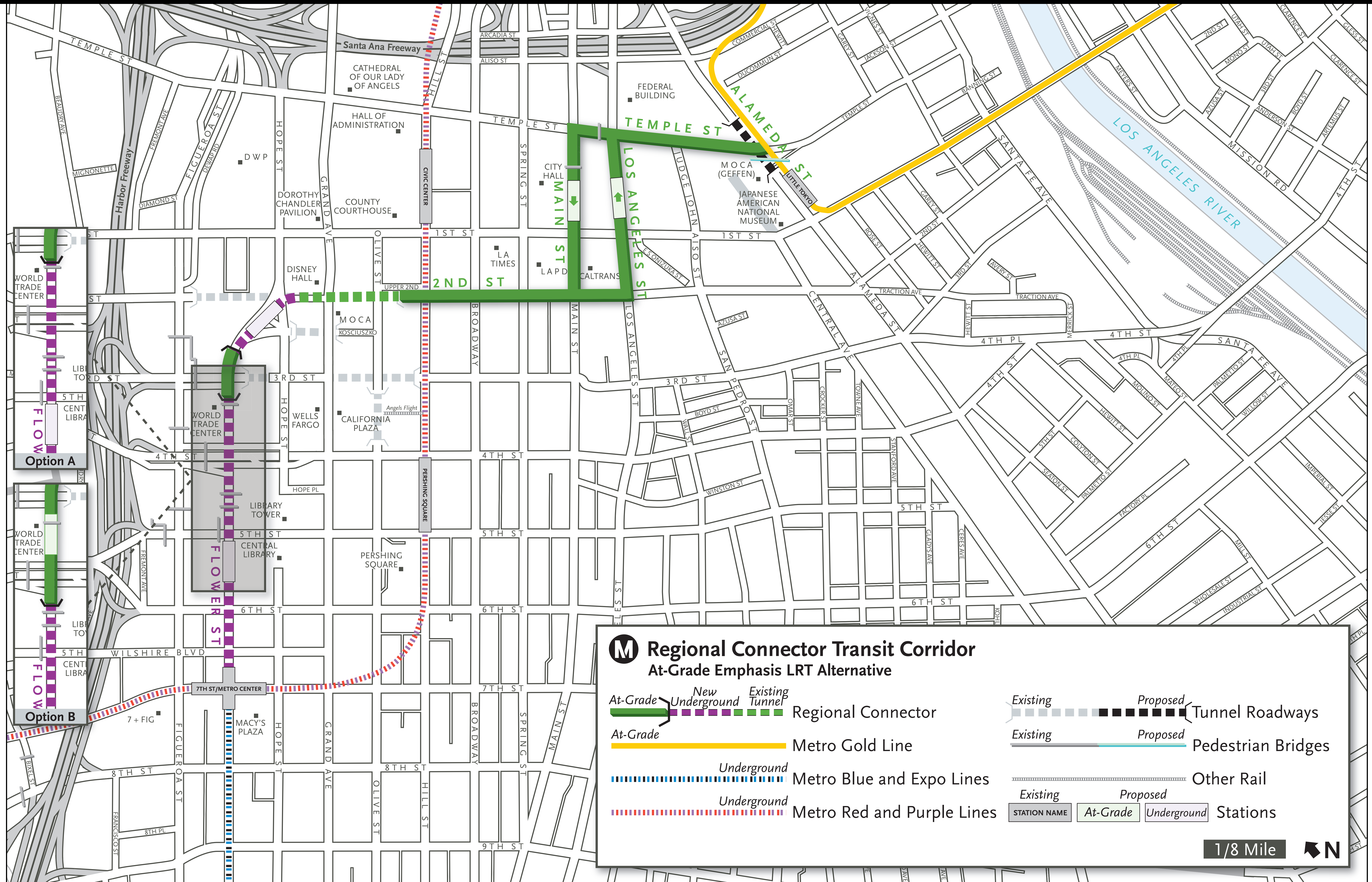
Transportation System Management (TSM) Alternative

Upon Metro Board Approval, January 2009



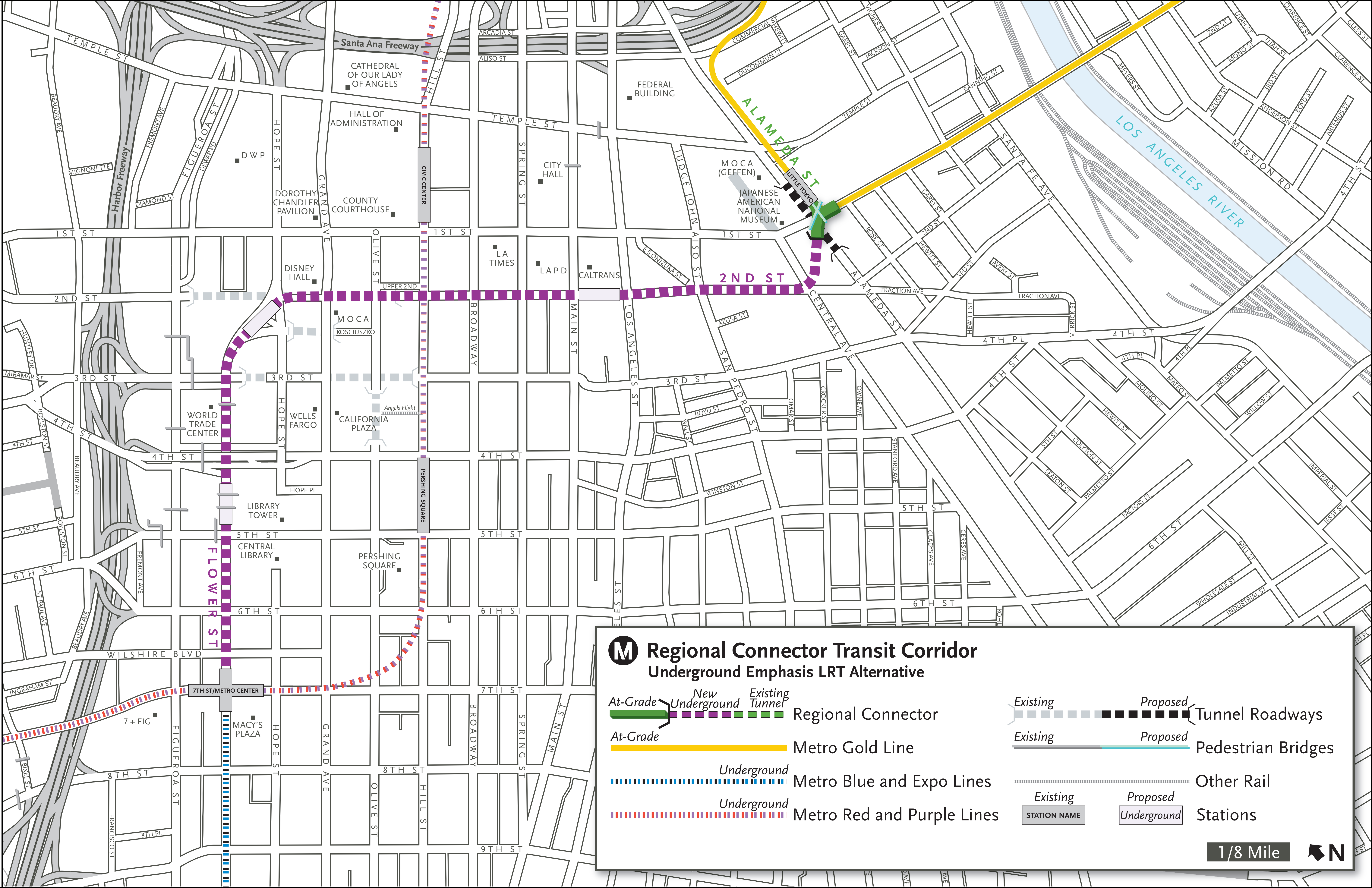
At-Grade Emphasis LRT Alternative

Upon Metro Board Approval, January 2009



Underground Emphasis LRT Alternative

Upon Metro Board Approval, January 2009



Regional Connector Transit Corridor Underground Emphasis LRT Alternative

-    Regional Connector
-  Metro Gold Line
-  Metro Blue and Expo Lines
-  Metro Red and Purple Lines

-   Tunnel Roadways
-   Pedestrian Bridges
-   Other Rail
-   Stations

1/8 Mile 