

MOTION BY:

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Regional Connector

2nd & Hope Station

The Regional Connector Project consists of a 1.9-mile double track light rail transit subway in downtown Los Angeles with three new stations.

Once completed, the project will provide regional transit benefits connecting the existing Blue Line, Gold Line, and Exposition Line through the downtown Los Angeles area.

In April 2014, the MTA Board approved the selection of a Design-Build contractor for the Regional Connector Transit Corridor Project.

Not only will the project eliminate forced transfers through downtown, but will also connect regional transit riders to cultural, educational, civic and entertainment centers in downtown such as the Music Center, Grand Park, the Walt Disney Concert Hall, the Museum of Contemporary Art, etc.

As currently planned, the 2nd and Hope station is nearly one block away from these downtown landmarks.

The design and proposed configuration of the station create significant access challenges from the station to the core business area due to the vertical grade difference.

The station layout can also create pedestrian safety issues along Hope Street and the surrounding area.

To help mitigate the access challenges, the 2nd and Hope Station should include a direct link to Grand Avenue via a pedestrian bridge structure from the current station location to the plaza vicinity at The Broad museum.

The Regional Connector Transit Design Build contractor included and estimated the bridge as a construction option (not a betterment) during the bidding process.

WE, THEREFORE, MOVE that the MTA Board direct the CEO to:

- A. Allocate up to \$4.0 million – and not increase the Life of Project Budget – to negotiate and reach an agreement with the Design-Build contractor to build the 2nd and Hope pedestrian bridge structure to the Broad museum.
- B. Secure a legally binding agreement between the MTA and all relevant parties for the access and maintenance of the bridge onto private property.
- C. Report back to the October 2014 MTA Board meeting the implementation plan and schedule to build the pedestrian bridge structure.

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