



Westside Subway Extension of the Metro Purple Line

Frequently Asked Questions (Updated October 2012)

Work to bring the Metro Purple Line to the Westside is moving forward with plans approved to add 9 miles to the existing Subway. Metro is now preparing for construction of the project.

This set of “Frequently Asked Questions” (FAQs) provides an overview of the project including the work that will occur to prepare for construction and during construction. The FAQs will continue to be updated as the project proceeds.

Please go to our website at metro.net/westside for more information about the project.

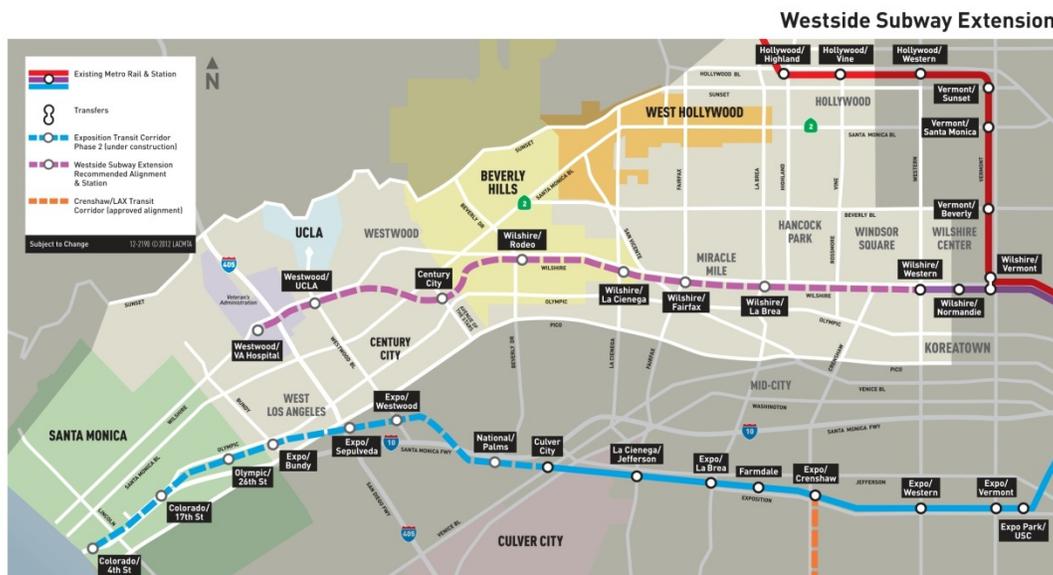
Subjects discussed here include:

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Project Overview

1. What is the approved Westside Subway Extension project?

The approved project is a nine-mile westward extension of the Metro Purple Line subway. Beginning from the current Wilshire/Western station, the project will add seven new stations at Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City (at Constellation/Ave of the Stars), Westwood/UCLA (at Wilshire/Westwood), and Westwood/VA Hospital.



2. What was the process that led to the decisions about this project?

The Westside Subway Extension was studied in accordance with both state and federal environmental analysis guidelines. Formal environmental studies began in late 2007 and concluded in May 2012. During that time there was in-depth analysis of the project evaluating numerous alternatives, and extensive community outreach. All of this work is documented in the *Alternatives Analysis (AA) Study, Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)* and *Final EIS/EIR*. The Metro Board of Directors was provided with regular updates and made decisions at key milestones throughout this process.

In January 2009, the Metro Board approved the AA Study and directed staff to further evaluate various alternatives in the Draft EIS/EIR. At their meeting in October 2010, the Board approved the Draft EIS/EIR and selected the “Locally Preferred Alternative” (LPA) for further analysis in the Final EIS/EIR. The Final EIS/EIR was certified by the Metro Board of Directors at their April 2012 meeting where they also approved the first section of the project to Wilshire/La Cienega. At their May 2012 meeting, the Board approved the rest of the project to the Westwood/VA Hospital. In August 2012, the Federal Transit Administration (FTA) issued a *Record of Decision* for the project. These actions by the Metro Board and the FTA combine to signify the end of the environmental review process at the state and federal level.

Please go to the “Reports and Info” section of our website, metro.net/westside to view information that was produced as a part of the studies including reports to the Metro Board of Directors, additional technical reports, fact sheets, and meeting presentations.

3. When will construction start?

Construction of the first phase of the subway is anticipated to break ground in 2014. Metro is currently undertaking pre-construction activities in anticipation of the start of construction.

4. Will the Purple Line Extension be built in phases and when will it get to Westwood?

Current funding streams allow the project to be built in three phases, with the initial phase to Wilshire/La Cienega planned to open in 2022. Under this three-phase scenario, the total project is forecast to cost \$6.3 billion based on the schedule shown in the chart below

	Planned Schedule		Forecasted Schedule	
	Section 1	Section 2	Section 3	
Length	3.9 Miles	2.6 Miles	2.9 Miles	
New Stations	Wilshire/La Brea Wilshire/Fairfax Wilshire/La Cienega	Wilshire/Rodeo Century City	Westwood/UCLA Westwood/VA Hospital	
Pre-Construction Activities	Current-2014	2017-2018	2025-2027	
Construction	2014-2023	2019-2026	2027-2035	
Operations	2023	2026	2035	

Metro is pursuing alternate funding scenarios that could accelerate subway construction possibly allowing the entire 9-mile project to be built in one phase at a reduced cost and opened as early as 2023 (see Question 7 for more information). This chart will be updated as new information becomes available.

Cost & Funding

5. What will the project cost and how is it funded?

The total project is forecast to cost \$6.3 billion based on the three-phase scenario and schedule shown in the chart in Question 4. About three-fourths of those funds are generated locally from Measure R, the half-cent sales tax approved by Los Angeles County voters in 2008. Metro will be seeking the remainder in federal matching funds through the New Starts Program. Metro is pursuing alternate funding scenarios that could accelerate subway construction possibly allowing the entire 9-mile project to be built in one phase at a reduced cost and opened as early as 2023.

6. What is Measure R?

Measure R is the half-cent sales tax that was approved by Los Angeles County voters in 2008. The funds are being collected over 30 years for transportation purposes including several new transit and highway projects around the County, as well as bus and rail operations. Measure R also provides funding to cities in Los Angeles County for transportation purposes.

The Westside Subway Extension is one of the new transit projects included in Measure R. The Measure R funding schedule for this project allows it to be built in the three phases according to the schedule shown in Question 4.

7. Would Measure J accelerate the construction of the second and third phases of the Subway?

As noted in Question 4, Metro is pursuing alternate funding scenarios to accelerate subway construction. Measure J is one option that could allow the full subway to be built sooner. As originally adopted, Measure R (discussed in Question 6) is due to expire in 2039. Measure J is a proposal that would extend this existing half-cent sales tax for an additional 30 years till 2069. This longer revenue stream would increase Metro's ability to sell bonds and pursue low-interest federal loans with the intention of completing the 30 years of Measure R projects sooner – possibly in as few as 10 years. This could allow the extension of the Purple Line to be built in one phase at reduced cost and possibly opened as soon as 2023. Measure J will need to be approved by two-thirds of Los Angeles County voters during the November 2012 election.

Ridership & Travel Time

8. How many people will ride the Westside Subway Extension?

Based on the analysis conducted during the Final EIS/EIR, the Westside Subway Extension to the Westwood/VA Hospital station will generate about 49,300 daily weekday boardings at the seven new stations. Using a different measure, there would be about 78,000 new daily trips on the full Metro Rail System as a result of opening this line.

9. How often will the trains run?

During peak periods, trains are expected to run every four minutes. During off-peak periods, they are expected to run every 10 minutes.

10. How long will it take to travel to the Westside on the subway from various destinations around LA County?

It is projected to take about 25 minutes to travel between downtown Los Angeles and Westwood on the subway. See the chart below for travel times from other areas around the County.



Stations

11. Where will the stations and station entrances be located?

The full nine mile extension of the Purple Line includes seven new stations located at Wilshire/La Brea, Wilshire/Fairfax, Wilshire/La Cienega, Wilshire/Rodeo, Century City (at Constellation/Ave of the Stars), Westwood/UCLA (at Wilshire/Westwood), and Westwood/VA Hospital. Metro will fund one “full” entrance at six of the seven stations. Metro will fund two “full” entrances at the Westwood/UCLA station due to the high number of boardings anticipated there. A “full” entrance contains two escalators, two elevators and stairs. Additional entrances might be added if additional funding can be secured. In some cases, adjacent property owners have expressed interest in working with Metro to provide and fund additional entrances.

Station	Approved Metro-Funded Entrance Location(s)
Wilshire/La Brea	Northwest corner of Wilshire/La Brea
Wilshire/Fairfax	Southeast corner of Wilshire/Orange Grove
Wilshire/La Cienega	Northeast corner of Wilshire/La Cienega
Wilshire/Rodeo	Southwest corner of Wilshire/Reeves
Century City	Preferred location at Northeast corner of Constellation/Avenue of Stars; Alternate location at southwest corner of Constellation/Avenue of Stars.
Westwood/ UCLA	One entrance on UCLA Lot 36 near northwest corner of Wilshire/Gayley; and, One “split” entrance on northwest and southwest corners of Wilshire/ Westwood Blvd.
Westwood/VA Hospital	Southeast corner Wilshire/Bonsall

12. Where have property owners adjacent to stations indicated interest in providing additional station entrances?

So far, this has occurred at 2 stations. They are:

Wilshire/Fairfax: The Los Angeles County Museum of Art (LACMA) has indicated an interest in providing a station entrance across from the one planned for the northeast corner of Wilshire and Orange Grove. This additional entrance would be on the north side of Wilshire Boulevard.

Century City: In the event that a primary station entrance on the northeast corner of Constellation/Avenue of the Stars is not deemed feasible because of changes in conditions to that property as it is developed, an alternate site has been identified on the southwest corner on the Century Plaza Hotel property. The Century Plaza Hotel has committed in their development agreement with the City of Los Angeles to work with Metro for a possible subway entrance on their property if necessary. Also, Metro has committed to work with the Westfield Century City Shopping Center on plans to allow for a second entrance to be developed with a direct connection to the shopping center.

Conversations with these entities are ongoing and it is still too early to say whether or not the additional entrances will be able to be built.

13. How big are the stations?

Each station is essentially like a multi-story underground building on its side. The station “boxes” are approximately 800-1,000 feet long and 70 feet wide. The station will incorporate a passenger train loading platform that is 450 feet long and an upper level concourse for ticketing. Other space is needed to accommodate various station equipment rooms for power, ventilation, and communications. Station boxes are longer where cross-over tracks are required. See our *Station Fact Sheet* and our *Construction Fact Sheet* for more information.

14. How will the station in my area look?

Metro’s new stations will be designed and built based on the latest knowledge from studying transit systems around the world, and from local experience. Metro is working to design stations that are user-friendly, easily recognized as part of the Metro system, efficient, durable, have world-class architectural quality, perform well, and that capture the essence of Los Angeles. The mission and goals of this effort are to:

- Improve the legibility of Metro’s rail system through design of the stations making them more “user-friendly;”
- Improve the maintainability of the stations by employing more continuous design elements and materials; and,
- “Raise the bar” of station design to keep pace with other world-class systems.

During the pre-construction period, Metro will continue to provide opportunities for community input for the designs of the stations.

15. Will there be art at the stations?

Metro commissions artists to create engaging and thought-provoking artworks to make the transit journey more inviting and pleasurable. Public art is incorporated into all Metro stations, weaving a multi-layered tapestry that mirrors Los Angeles County's rich contemporary and popular cultures. As station design advances, Metro will identify artwork locations and orchestrate artist selection. Artists are selected through a peer review process with community input with all artworks created especially for their transit-related sites.

The goal of the art program is to:

- Provide a world class art program that enriches the Metro transit environment;
- Transform and enhance the customer's journey;
- Strengthen Metro's ties with the communities it serves and add to their artistic vibrancy;
- Champion contemporary artworks by established and emerging artists created specifically for these transit sites; and,
- Create artworks that are safe, durable and easily maintainable to ensure their permanence as cultural landmarks.

16. I understand Metro is not planning to add any parking at the stations. How will I be able to use the station near me?

Metro is working to design the stations with improved pedestrian and bicycle facilities, as well as easy transfers to buses and local shuttles that easily connect with other key destinations. It is also anticipated that existing public and private parking facilities in the areas around stations will likely make parking available to subway patrons, particularly if employees in some of the Westside employment areas switch to the subway thereby freeing up a parking space in existing parking facilities. Metro will work with adjacent private parking operators to develop shared parking arrangements.

Before Construction Begins

17. What are the next steps in the process before construction begins?

Construction for the first section of the project is scheduled to begin in 2014. Until then, various pre-construction activities will occur. These include:

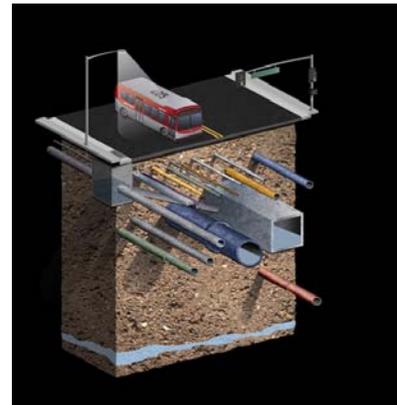
- **Request to enter Final Design:** Metro will seek authorization from the Federal Transit Administration (FTA) to move the project into Final Design. During Final Design, Metro would be authorized to conduct pre-construction activities such as utility relocation, right-of-way acquisition, development of detailed specifications, preparation of final construction plans, development of construction cost estimates and development and/or solicitation of bid documents.
- **Seek Full Funding Grant Agreement (FFGA):** Metro will seek federal matching funds through the Federal New Starts Program. Under New Starts, the FTA would enter into a multi-year contractual agreement with Metro that formally establishes the maximum level of Federal assistance and outlines the terms and conditions of Federal participation.
- **Develop location-specific construction mitigations:** Metro will work with the cities of Los Angeles and Beverly Hills, and the community to develop the details of construction mitigations outlined in the *Mitigation Monitoring & Reporting Program (MMRP)* Included in the Final EIS/EIR.
- **Real estate appraisals & acquisitions:** The Final EIS/EIR identified properties for construction and operation of the project. These are generally where property is needed for construction staging for the stations, including the station entrances. Metro will begin steps to acquire those properties including conducting real estate appraisals and making offers to those property

owners. See our *Construction Fact Sheet* and our *Property Acquisition Fact Sheet* for more information.

- **Pre-construction surveys:** Metro will compile extensive information about the properties and structures located near construction sites and above tunnels.
- **Securing construction contractors:** Metro staff will prepare and release bid packages for construction contracting, and select contractors.
- **Community outreach:** Community outreach will continue to keep stakeholders informed and up to date with project information and solicit input.
- **Continue field testing:** In preparation for construction, Metro will continue field testing similar to work that was done for technical studies during the environmental analysis. Communities closest to the work locations will be informed.
- **Utility Relocation:** Prior to the start of construction, any utilities which could be impacted by tunnel or station construction will be relocated to ensure continued service. This work will be done either by Metro contractors or the utility companies. Communities closest to the work locations will be informed.
- **Paleontological resource removal and soils testing:** Work will begin in winter 2012-13 to construct an exploratory test shaft in the area around the La Brea Tar Pits where there are higher levels of tar sands and geotechnical conditions that are expected to contain fossils and other paleontological resources. The test shaft will permit better evaluation of the unique ground conditions in this area and provide information that will be used for the final design of the Wilshire/Fairfax station.

18. Tell me more about the utility relocation work that will occur during the pre-construction period.

Facilities for various utilities run beneath city streets. This can include service for electricity, water, gas, cable, telecommunications, etc. Relocating utilities is an expected and important step in preparing for construction of tunnels and stations where they might impact those utilities. The utility companies or Metro contractors will be working to relocate any and all utilities to avoid service disruptions to customers. Communities located closest to the utility relocation work will be notified in advance when this work will occur.



19. What is the purpose of the exploratory shaft near Fairfax and what will that work entail?

In preparation for construction of the Purple Line Extension, Metro contractors will be constructing an exploratory shaft to further assess ground conditions for the future Wilshire/Fairfax Station. The shaft will provide additional information about earth pressure and gas conditions to gain a better understanding of the unique ground conditions that Metro will encounter building the subway tunnels and station in the vicinity of the La Brea Tar Pits. This information will build on data gathered during the environmental analysis for the project. The shaft will be constructed on the lot at the southwest corner of Wilshire Boulevard and Ogden Drive and will measure approximately 40 x 20 x 75 feet.



Since the work is near the La Brea Tar Pits, there is a possibility that fossil deposits will be encountered. Metro will have a paleontologist on-site full-time during shaft excavation in the fossil-bearing layers of earth. Any fossil discoveries will be carefully removed and turned over to the George C. Page Museum. Removal methods have been pre-approved by the Page Museum staff.

20. When will Metro start negotiating with property owners for subsurface easements, or buying or leasing property for station entrances and construction areas?

Now that the project has received a federal Record of Decision (ROD), Metro's Real Estate Department will begin appraisals and then contact property owners to initiate the process to acquire the needed properties and underground easements. This will occur through 2013 for the first section of the project from Western to La Cienega. See question 4 for the anticipated timing of pre-construction activities for the other sections of the Subway.

Metro is required by State and Federal law to provide just compensation to property owners for the purchase or use of their property, including temporary and permanent easements. Just compensation is defined as the fair market value of the property or easement as determined by an independent real estate property appraiser. Metro will obtain an appraisal for each property that will consider a variety of factors including location, size, the highest and best use of the property consistent with current zoning, the impact of the subway on future development potential, the depth of the tunnels below the surface, and other factors.

Metro will seek to reach a negotiated agreement with a property owner wherever possible. Ample time will be allowed for the property owner to obtain their own appraisal and for negotiations. If a negotiated agreement cannot be accomplished, Metro may exercise its power of eminent domain to acquire the property as a last resort.

Please see our *Property Acquisition Fact Sheet* for more information.

Construction, Impacts & Mitigations

21. I understand Metro will use a "design-build" method in contracting for subway construction. Can you explain what this means?

Design-Build refers to the type of project delivery method in which the designer is an integral part of the construction contractor's team, performing final design from preliminary engineering that is provided by the owner. This method differs from the Design-Bid-Build project delivery method in which the owner retains a designer to produce a final design that is then solicited for construction bids. The advantage to Design-Build is that it gives the Design-Builder the opportunity to provide innovative and more cost-effective design solutions with the potential of cost and schedule savings.

22. How will the subway be built?

Technology for tunneling has changed significantly. The tunnels are bored below ground utilizing pressurized, closed-face boring machines. This is the technology that was used very successfully for the tunnel on the Metro Gold Line Eastside Extension that opened in 2009. Stations must be built by excavating from the ground down. See our *Construction Fact Sheet* for more information.

23. Will traffic on Wilshire Boulevard and other major streets be disrupted?

There is no way to build the subway without some impact to traffic. Traffic impacts will mostly be concentrated at station areas and occur primarily at the beginning and end of station construction. In these areas, detours and temporary lane closures will be required for initial station excavation and to install the temporary street decking. These same measures will be required toward the end

of station construction to remove the decking and reconstruct the street. In the approximately five years in between, while the station is being constructed under the decking, impact to surface street traffic will largely be limited to trucks hauling construction materials and excavated soil on designated haul routes. Between stations, tunneling will have little if any impact to surface traffic. Please see our *Construction Fact Sheet* for more information.

24. Will I be impacted by subway construction if the tunnels run beneath my property?

The extension of the Purple Line will operate mostly under Wilshire Boulevard – however, there are segments where this is not possible. In order to reach the Century City station, the tunnel will need to pass below homes and businesses in southwest Beverly Hills as well as below a small segment of Beverly Hills High School. The tunnel will also have to travel beneath residential and commercial property between Century City and Westwood.

Few if any surface impacts are anticipated from tunnel construction between the stations. Unlike the stations which are excavated from the surface, tunnels are bored completely below ground utilizing the latest tunnelling technology. See our *Construction Fact Sheet* for more information. The tunnels are generally 50- 70 feet deep though in some areas extend to depths of greater than 100 feet.

25. What about once the subway is operating? Will I be able hear or feel the trains if my property is directly above the tunnels?

The Final EIS/EIR found that there were only three locations where noise and vibration from subway operations would exceed thresholds established by the FTA and that these impacts could be fully mitigated. One of these is an apartment building near La Brea. The other two are theaters – specifically the Wilshire/Ebell Theater near Crenshaw Boulevard and the Saban Theater near La Cienega. Appropriate mitigation measures will be included in the tunnel trackwork design to mitigate any impacts to these properties. No other properties are expected to have ongoing noise or vibration impacts that will require mitigation. Metro’s subway tunnels today have been in operation for more than 15 years and pass beneath numerous properties. Metro does not receive any complaints from those living or working above those tunnels.

26. What steps will be taken to reduce impacts of construction?

There is of course no way to construct a major infrastructure project without any impacts. As part of the Final EIS/EIR, Metro produced a *Mitigation Monitoring & Reporting Plan* that outlines the steps that will be used to avoid or reduce significant impacts of project construction. Metro will work to minimize impacts on businesses, residents and property owners. Mitigation measures might encompass construction fencing and sound walls around staging areas, locating earth removal locations near major streets and freeways, specifying haul routes, etc. Improved communications, including signage and advertising, are typically employed to help maintain access and encourage ongoing patronage to businesses. In addition, Metro has established procedures to document existing conditions at properties along the subway construction alignment in advance of construction to accurately assess and address any damage claims that may arise. These will be implemented by Metro’s contractors, in coordination with the cities of Los Angeles and Beverly Hills along the subway alignment. Metro will work with these cities prior to construction to refine the plans and will have community outreach staff available during construction to respond to any issues that may arise.

27. Where will the earth removal occur and what haul routes will be used to dispose of the material?

Earth from station excavation will be removed at each of the station sites. Earth that is excavated for the tunnels between the stations using the tunnel boring machines (TBMs) will be removed at three locations – Wilshire/La Brea, Century City and the Westwood/VA Hospital. These are also the locations where the TBMs are planned to be lowered into the ground and launched. The proposed truck haul routes for earth removal identified in the Final EIS/EIR are conceptual and may be updated and revised once additional information, such as construction sequencing, is finalized. In addition, the proposed routes will be subject to the approval of Metro and appropriate at Federal, State, and local agencies. As much as possible, haul routes are planned for major thoroughfares and freeways, and to avoid residential areas. To minimize peak-period traffic disruption, haul truck activity is anticipated to take place during off-peak and nighttime periods. See *Chapter 3* of the Final EIS/EIR for more information.

28. What will happen to the properties Metro uses for construction staging sites once the subway is built?

If Metro has leased the property, it will be returned to the owner following completion of construction. If Metro is the owner of the property and has no further need for it, the land may either be sold or made available for Transit Oriented Development (TODs) in partnership with Metro. If a TOD project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property. Through a competitive process, Metro would select what it feels is the best development option for the site that will also generate revenue to offset subway construction and operation expenses. In all cases, any future development of these properties would be subject to local planning and approval processes.

Safety

29. What precautions will be taken to ensure tunnel and station safety in areas with gassy soil?

Safety, both during construction and eventual operations, is Metro's highest priority. It was one of the key evaluation criteria used throughout the entire study.

Subway tunnels will be built through the use of closed-face, pressurized tunnel boring machines (TBMs). During construction, these pressure-face TBMs isolate gas from workers and the public, while gassy soil and tar sands are separated and treated appropriately. Enhanced ventilation systems will be used where necessary to ensure tunnel and station safety and, if necessary, double gaskets for the tunnel lining or other measures may also be installed.

Where needed, tunnels and stations will be designed and built to provide a redundant protection system against gas intrusion. This might include:

- Physical barriers to keep gas out of the tunnels
- High volume ventilation systems
- Gas detection systems with alarms
- Emergency ventilation triggered by the gas detection systems.

During operations, safety codes require rigorous and continuous gas monitoring, alarms, automatic equipment shut-off and additional personnel training.

30. How can subways be built and operate safely in an area with earthquake faults?

Many underground facilities – subway tunnels, sewers, storm drains, and buildings with deep basements and underground parking garages – have been built in Los Angeles and throughout California near active fault zones. California has some of the strictest building standards when it

comes to designing infrastructure to withstand earthquakes.

One of the initial steps in planning the subway was to identify fault zones located in the area and understand their characteristics. The goal in planning the subway is to avoid fault zones if possible. If that is not possible, then every effort is made to minimize exposure by crossing the fault zone(s) in a perpendicular orientation. Various special engineering techniques are employed in fault zones to reduce risk, limit any damage that may occur, and allow for a swift return to regular operations should a seismic event take place. This can include constructing larger diameter tunnels with secondary linings or the use of enhanced tunnel linings and other measures to accommodate ground movement in fault zones. No transit agency in North America has knowingly built a subway station within a known active fault zone. In fact, the Crenshaw/LAX light rail project – another Metro project currently beginning construction – moved the location of its planned La Brea station to avoid having it sit atop the Newport-Inglewood Fault Zone.

Metro published detailed reports of its investigation of the fault zones in the area around Century City where seismic features have influenced decisions regarding station locations and tunnel alignments. This seismic analysis shows that the Santa Monica Fault Zone appears to extend under the Los Angeles Country Club and beneath Santa Monica Boulevard from the vicinity between Century Park East and Avenue of the Stars and extending west until it begins to turn away from Santa Monica Boulevard somewhere near intersection of Westwood Boulevard. In addition to the Santa Monica Fault, Metro has sought to better understand the West Beverly Hills Lineament. This seismic feature runs north-south through the western part of the City of Beverly Hills near Beverly Hills High School.

Metro analyzed all this data and prepared detailed reports of the findings from all the geotechnical and seismic investigations. The results of these studies are contained in *Chapter 4* of the Final EIS/EIR. There are also two technical reports, the *Tunneling Safety Report* and *Fault Investigation Report* that relate specifically to the findings in the Century City area. There is also a fact sheet summarizing the findings in the Century City area.

Subways throughout the world have excellent records of withstanding major earthquakes over the last 25 years. They have performed well during earthquakes with no damage or service interruptions, including after the Northridge earthquake in 1994. The Metro Red Line tunnels cross the Hollywood fault north of the Hollywood & Highland Station.

Earthquake	Date	Magnitude	Impact on Subway
Mexico City	1985	8.1	No damage to tunnels. Some power disruption. Patrons evacuated safely. Used to transport rescue personnel.
Loma Prieta (SF)	1989	6.9	No damage to tunnels. Subway served as lifeline structure.
Northridge	1994	6.7	No damage
Kobe, Japan	1995	7.2	No damage to tunnels. Damage to station and sewer pipes – attributed to 1962 design with moderate seismic provision
Taipei	2002	6.8	No damage
Chile	2010	8.8	Running next day. Some damage at entrance to stations

Miscellaneous

31. How many jobs will this project create?

The Los Angeles Economic Development Corporation issued a report in June 2012 indicating that the construction of the entire nine-mile Purple Line Extension would generate 52,500 jobs within the region.

32. Will the subway ever be extended to the sea?

The currently adopted Long Range Transportation Plan for Los Angeles County commits planned funding to extend the Purple Line to the Westwood/VA Hospital. If new funding sources are identified, Metro could revisit the possibility of extending the line further west.

Public Involvement

33. Will there be further opportunities for public input on the project?

During the course of pre-construction, the public will be kept apprised of updates to the project. The project information line 213.922.6934 will remain active as will the project comment site metro.net/westside. Metro will also host a series of community meetings during this phase and will continue to meet with key stakeholder organizations as needed.

34. How can I stay involved?

You can opt-in to receive future updates on the project and meeting notices by visiting the project website, metro.net/westside, and going to “Contact Us.” You can leave a phone message for us at the project information line at 213.922.6934. You can also find us on Facebook at [Facebook.com/WestsideSubwayExtension](https://www.facebook.com/WestsideSubwayExtension) or you can follow us on Twitter @WestsideSubway.