Westside Subway Extension
FEIS/FEIR Certification

Planning and Programming Committee
April 18, 2012
Final EIS/EIR Released March 19, 2012

Recommended Alignment & Station Locations

- 9 Mile Extension from Wilshire-Western Station to Westwood-VA Hospital
- Daily Ridership at 7 new stations:
  - 49,300 boardings
  - 78,700 project trips
- 25 minute 1-way travel time between Downtown Los Angeles & Westwood
- $5.6 billion ($2022)
FEIS/FEIR Recommendations

1. Initial Construction Phase
2. Station Locations and Alignments
   - Century City
   - Westwood/UCLA
   - Westwood/VA Hospital
3. Station Entrance and Construction Staging Sites
   - Seven New Stations
   - Modified Recommendation at Wilshire/Fairfax
4. Rail Storage Facility Expansion
   - Downtown Los Angeles Rail Yard
1) Initial Construction Segment

- **Phase 3**: Century City to Westwood/VA Hospital
  - 2.48 miles
  - 2 stations

- **Phase 2**: Wilshire/La Cienega to Century City
  - 2.62 miles
  - 2 stations

- **Phase 1**: Wilshire/Western to Wilshire/La Cienega
  - 3.9 miles
  - 3 stations
1) Moving Phase One Interim Terminus from Fairfax to La Cienega

- Increases initial segment from 3.1 miles to 3.9 miles; reduces second segment from 3.5 miles to 2.6 miles
- Shifts $381 million in costs from Phase 2 to Phase 1, reduces overall project costs by approximately $50 million
  - Eliminates need for more costly tunnel mining in Phase 2 (west of La Cienega)
  - Optimizes schedule for construction in gassy ground; less excavation of paleontological resources
  - Reduces real estate acquisition requirements at Fairfax near museums and historic properties
  - Improves operational efficiency of full line; reduces total number of crossovers from 6 to 5 (crossover not required at Fairfax)
  - No changes required to the design or construction of the Wilshire/La Cienega Station
1) Gassy Ground Concentrations in Initial Phase
2a) Century City Alignment and Station Location
2a) Century City Station & Tunnel Recommendation

- **October 28, 2010** - Board approved DEIS/DEIR Locally Preferred Alternative and directed further study of Santa Monica Boulevard and Constellation Route Options during PE and FEIS/FEIR

- Specific studies explored safety/risks of tunneling under Beverly Hills High School, tunneling and station construction, and operation under Santa Monica and Constellation Boulevards

- **October 19, 2011** – Two comprehensive studies completed and presented to MTA Planning & Programming Committee:
  
  – *Century City Area Tunneling Safety Report*
  
  – *Fault Investigation Report*
2a) Century City Station & Tunnel Recommendation

- MTA Tunneling Safety and Fault Investigation Reports were prepared by Metro’s Planning & Engineering Consultant Parsons Brinckerhoff with assistance from Metro’s Tunnel Advisory Panel and national experts in seismic and fault investigation (James Dolan, Thomas Henyey and Thomas Rockwell).

- Independent Review Panel comprised of national experts reviewed the reports and endorsed the findings prior to their release (Lloyd Cluff, Lucile Jones, Paul Jennings and Thomas O’Rourke).
2a) Century City Fault Investigation

Fault Investigation Findings

- **Santa Monica Boulevard**
  - Fault zone extends sub-parallel to Santa Monica Boulevard - area of complex faulting
  - East station location is within West Beverly Hills Lineament/Newport Inglewood Fault zone

- **Constellation Boulevard**
  - Location is south and west of fault zones
  - No evidence of faulting at station location

![Map of Century City Fault Investigation](image-url)
2a) Century City Tunnel Safety Review

Tunnel Safety Findings

- Study evaluated seven categories of risk
  - Risk of Settlement
  - Noise & Vibration
  - Gassy Ground & Oil Wells
  - Tunneling Through Fault Zones
  - Use of School as an Emergency Evacuation Center
  - Impact to Plans to Expand and Remodel BHHS
  - Overall Risks to Students, Faculty and Community

- In all areas, the study found that the above concerns were resolved and mitigation strategies were identified to tunnel safely. These findings are also supported in the FEIS/FEIR
2a) Seismic/Geotechnical Studies

- Reports Prepared by the City of Beverly Hills
  - **Exponent Report**
    - Metro disagrees with Exponent
    - By using proven engineering principles, Metro emphasizes a stronger risk management approach than Exponent proposes
  - **Shannon & Wilson**
    - Metro agrees with Shannon & Wilson that tunneling can be safely accomplished under BHHS and other properties
- Based on all data compiled to date:
  - The station on Constellation Blvd. is suitable geologically and it is recommended
  - No station location above or below ground on Santa Monica Blvd. is acceptable because of active fault hazards
2035 Projected Weekday Boardings:
- Constellation Station: 8,600
- Santa Monica Station: 5,500

More jobs and job density near Constellation

Existing jobs within ¼ mile
- Constellation: 20,200
- Santa Monica: 10,300

Data Source: SCAG RTP08 Socio-economic Data, converted by LA Metro to Metro zone structure
2a) Century City Station and Alignment

- **Reasons for Recommendation**
  - Seismic and Geotechnical Safety
  - Risks for tunnel alignment in Beverly Hills have been addressed:
    - Risk of Settlement
    - Noise and Vibration
    - Risk from Gassy Ground and Oil Wells
    - Tunneling through Fault Zones
    - Use of Beverly Hills High School as a Emergency Evacuation Center
    - Impacts to Future Plans to Remodel and Expand Beverly Hills H.S.
    - Overall Risks to Students, Faculty and Community
  - Higher Ridership
2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignment and Station Recommendations
2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignments and Station Locations

- **Westwood/UCLA Station Recommendation**
  - Under Wilshire Boulevard between Westwood & Gayley
  - Easier to construct, fewer impacts to existing buildings
  - Only station requiring 2 entrances due to boardings
    - One at UCLA Lot 36
    - One “split” entrance on the west side of the Wilshire/Westwood intersection

- **Westwood/VA Hospital Station Recommendation**
  - South side of Wilshire at Bonsall
  - Less expensive location
  - Closer to hospital entrance
  - Better position for any future extension
3a) Wilshire/La Brea Station

- Recommended entrance at NW corner
- Both NW and SW corner needed for construction staging
3b) Wilshire/Fairfax Station

<Change in Recommendation>

- NW corner (Johnie’s site) original entrance recommendation
- Construction staging also needed on south side of Wilshire (Orange Grove to Ogden)
• **Comparison of Johnie’s and Orange Grove Sites**
  – Costs for either entrance are virtually identical as both sites are required for construction staging
  – Orange Grove is slightly farther from the intersection but closer to cultural institutions east of Fairfax
  – Attendance at LACMA, Page Museum and Rancho La Brea Tar Pits has grown dramatically providing greater proximity for more transit riders, if station is farther to the east
  – LACMA will undertake fundraising for a second entrance on north side of Wilshire in front of museum to open at same time as subway; provides opportunity for significantly enhanced entrance east of Fairfax
3b) Wilshire/Fairfax Station

<Change in Recommendation>

- MTA-funded Orange Grove subway entrance: South side of Wilshire directly opposite LACMA
- LACMA-funded entrance: North side of Wilshire between LACMA West and the Broad Contemporary Art Museum
- Both would be a short distance from the Wilshire/Fairfax intersection
3c) Wilshire/La Cienega Station

- Recommended entrance & construction staging at NE corner
- NE corner Wilshire & Gale also needed for construction staging
3d) Wilshire/Rodeo Station

- Recommended entrance & construction staging at SW corner Wilshire/Reeves
- Too many impacts for entrance options closer to Beverly & Rodeo
- NE corner Wilshire/Canon also needed for construction staging
3e) Century City Station

- Recommended entrance & construction staging at NE corner Constellation/Ave of the Stars
- Alternate entrance on SW corner and alternate construction sites along Century Park East
- Working to provide direct pedestrian access way to Century City Mall, including obtaining any necessary easements, at no increase in project cost
3f) Westwood/UCLA Station

- **Recommended entrances:**
  - UCLA Lot 36
  - “Split” entrance on both western corners of Wilshire/Westwood. Couldn’t fit a full entrance at any single corner
- **Construction staging at UCLA Lot 36**
3g) Westwood/VA Hospital Station

- Recommended entrance at Bonsall, south side of Wilshire
- Construction staging in VA parking lot and perhaps elsewhere on VA campus with replacement parking and other mitigations
- Working to improve bike & pedestrian connection and drop-off options for this station
4) Downtown LA Rail Yard Expansion
Next Steps

**CEQA**
- April 23, 2012: End of CEQA 30-day public availability period
- April 26, 2012: Anticipated CEQA Environmental Action by MTA Board
  - File Notice of Completion with County Recorder and State Clearinghouse

**NEPA**
- May 23, 2012: Close of Federal Transit Administration (FTA) public availability period
  - MTA will continue to forward all public input received to FTA
- FTA issues Record of Decision
- Request approval to enter Final Design
Pre-Construction Planning Activities

- Seek Full Funding Grant Agreement (FFGA)
- Developing location-specific construction mitigations
- Continuing planning to improve access to all stations
- Real estate appraisals acquisitions
- Contracting
- Community outreach
- Field testing