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REQUESTOR NAME: Dianne Sirisut	TELEPHONE EXTENSION: 23031	DATE OF REQUEST 8-26-10
AD DESCRIPTION: Legal notice of availability of Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Westside Subway Extension project	PROJECTED COST OF AD(S)	PROJECT MANAGER'S COST CENTER (TO BE CHARGED) 4350
PROJECT NAME: Westside Subway Extension	PROJECT NUMBER: 465518	TASK NUMBER: 02.01
ACCOUNT #: 50918	PROJECT MANAGER NAME: David Mieger	PROJECT MANAGER SIGNATURE:
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LOS ANGELES TIMES *	9-3-10	RAILWAY AGE	Date(s)	ASIAN	
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SOUTH BAY DAILY BREEZE	Date(s)	L.A. WATTS TIMES	Date(s)	* INT'L DAILY NEWS (CHINESE)	Date(s)
RIVERSIDE PRESS-ENTERPRISE	Date(s)	RAPID PUBLISHING	Date(s)	* RAFU SHIMPO (JAPANESE)	Date(s)
TRADE PUBLICATIONS		THE WAVE	Date(s)	* KOREA TIMES	Date(s)
DODGE CONSTRUCTION NEWS	Date(s)	L.A. SENTINEL	Date(s)	OTHER	Date(s)
ENGINEERING NEWS RECORD	Date(s)				

* Requires Justification

* Specify English or other specific language

NOTICE OF AVAILABILITY

State Clearinghouse No. 2009031083

DEPARTMENT OF TRANSPORTATION: Availability of the Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS/DEIR) for the Westside Subway Extension Transit Corridor.

AGENCY: Federal Transit Administration, DOT

ACTION: Notice of Availability of the Draft Environmental Impact Statement/ Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension Transit Corridor. This document satisfies the requirements of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have prepared a Draft EIS/EIR for the Westside Subway Extension, a proposed heavy rail subway system that would operate as an extension of the Metro Purple Line/Metro Red Line in Los Angeles, California.

DATES:

The public review period begins on September 3, 2010 and ends on October 18, 2010.

The public hearings will be held on:

- Monday, September 20, 2010, 6 to 8 pm
Los Angeles County Museum of Art (LACMA West) – Terrace Room, 5th Floor
5905 Wilshire Boulevard, Los Angeles, CA 90036
- Tuesday, September 21, 2010, 6 to 8 pm
Westwood United Methodist Church – Fellowship Hall, 3rd Floor
10497 Wilshire Boulevard, Los Angeles, CA 90024
- Wednesday, September 22, 2010, 6 to 8 pm
Plummer Park – Community Center
7377 Santa Monica Boulevard, West Hollywood, CA 90046
- Monday, September 27, 2010, 6 to 8 pm
Beverly Hills Roxbury Park - Auditorium
471 S. Roxbury Drive, Beverly Hills, CA 90212
- Wednesday, September 29, 2010, 6 to 8 pm
Santa Monica Main Library
601 Santa Monica Boulevard, Santa Monica, CA 90401

DOCUMENT LOCATIONS:

The Draft EIS/EIR is available at the Metro Transportation Library at One Gateway Plaza, 15th Floor, Los Angeles, CA. It will also be available on Metro’s website at www.metro.net/projects/westside.

A notice will be made available in the following newspapers:
Los Angeles Times and La Opinion

The Draft EIS/EIR will be available for public review at the following library locations:

Library	Address
Beverly Hills Public Library	444 North Rexford Dr., Beverly Hills 90210
Donald Bruce Kaufman -Brentwood Library	11820 San Vicente Blvd., Los Angeles 90049
Fairfax Library	161 S. Gardner St., Los Angeles 90036
Felipe de Neve Library	2820 W. Sixth St., Los Angeles 90057
Frances H. G. Hollywood Regional Library	1623 N. Ivar Ave., Hollywood 90028
John C. Fremont Library	6121 Melrose Ave., Los Angeles 90038
Memorial Library	4625 W. Olympic Blvd., Los Angeles 90019
Metro Transportation Library	1 Gateway Plaza, 15 th Floor, Los Angeles 90012
Pio Pico Koreatown Library	694 S. Oxford Ave., Los Angeles 90005
Robertson Branch Library	1719 S. Robertson Blvd, Los Angeles 90035
Santa Monica Main Library	601 Santa Monica Blvd, Santa Monica 90401
West Hollywood Public Library	715 North San Vicente, West Hollywood 90069
Westwood Library	1246 Glendon Ave., Los Angeles 90024
West Los Angeles Regional Library	11360 Santa Monica Blvd, Los Angeles 90025
Will & Ariel Durant Library	7140 W. Sunset Blvd., Los Angeles 90046
Wilshire Library	149 N. St. Andrews Pl., Los Angeles 90004

FOR FURTHER INFORMATION CONTACT:

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Mr. David Mieger, Project Director, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, MS 99-22-5, Los Angeles, CA 90012-2952, Phone 213-922-3040 Fax: 213-922-3060, email miegerd@metro.net

Contact the project team or obtain further information from:

Project hotline: 213-922-2736.
Project email: WestsideExtension@metro.net
Project website: metro.net/westside

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have prepared a Draft EIS/EIR for the Westside Subway Extension Transit Corridor. The project would be a proposed heavy rail subway system that would operate as an extension of the Metro Purple Line/Metro Red Line heavy rail subway system west from its current termini at the Wilshire/Western Station and Hollywood/Highland Station to a new western terminus either in Westwood near the University of California, Los Angeles (UCLA) campus, the West Los Angeles Veterans Affairs (VA) Hospital, or the City of Santa Monica. The Westside Subway Extension Transit Corridor Study Area is in western Los Angeles County and encompasses approximately 38 square miles. The Study Area is east-west oriented and includes portions of the five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, as well as portions of unincorporated Los Angeles County. The boundaries of the Study Area generally extend north to the base of the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard and west to the Pacific Ocean.

Alternatives under consideration include a No Build Alternative, Transportation Systems Management (TSM) Alternative, and five Build Alternatives as follows:

- No Build
- TSM
- Alternative 1—Westwood/UCLA Extension
- Alternative 2—Westwood/VA Hospital Extension
- Alternative 3—Santa Monica Extension
- Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension
- Alternative 5—Santa Monica Extension plus West Hollywood Extension

SUPPLEMENTARY INFORMATION: An Alternatives Analysis (AA) Study was initiated in 2007 for all reasonable fixed-guideway alternative alignments and transit technologies, including heavy rail subway alternatives. The FTA issued an Early Scoping Notice in the Federal Register on October 1, 2007, to help define the appropriate range of issues and alternatives to be addressed in the AA Study.

In January 2009, the Metro Board approved the Westside Extension Project AA Study and authorized preparation of this Draft EIS/EIR. After the public comment period for this Draft EIS/EIR, a Locally Preferred Alternative (LPA) would be selected and Metro would apply for entry into FTA's Preliminary Engineering (PE) Phase. If entry into the FTA PE Phase is granted, the Final EIS/EIR would be prepared at the New Starts PE level of engineering. After completion of the Final EIS/EIR process, a Notice of Determination (NOD) and Record of Decision (ROD) would be issued. If a Build Alternative is identified and selected as the LPA in these decision documents, Metro would then apply for entry into the FTA Final Design phase. At this point in the process, Metro would be able to acquire right-of-way, relocate utilities, prepare final construction plans and specifications (including construction management plans), construction cost estimates, and bid documents. The project financial plan would then be completed—which is required for all projects seeking a FFGA from the FTA. Once Final Design is completed, Metro would begin construction of the project, perform project testing, and then initiate transit service.

Purpose and Need: The purpose of this Project is to improve transit travel time and provide more reliable transit service to more than 280,000 transit riders who travel through the Study Area each day.

More specifically, the Project's would:

- Improve Study Area mobility and travel reliability
- Improve transit services within the Study Area

- Improve access to major activity and employment centers in the Study Area
- Improve opportunities for transit-supportive land use policies and conditions
- Improve transportation equity
- Provide a fast, reliable, and environmentally sound transit alternative
- Meet regional transit objectives through the Southern California Association of Governments (SCAG) Performance Indicators of mobility, accessibility, reliability, and safety.

The need for the propose project is based on the following:

Study Area Population and Employment: Approximately 5 percent of the Los Angeles County population (504,000) and 10 percent of the jobs (479,000) is concentrated in the Study Area. Study Area population and employment densities are among the highest in the metropolitan region, averaging approximately 13,100 persons per square mile and 12,500 jobs per square mile.

Major Activity Centers and Destinations: Some of Southern California's most well-known entertainment, educational, and cultural activity centers are in the Study Area. Many of these centers are within the densest portions of the Study Area, along the Wilshire and Santa Monica Boulevard corridors.

Travel Markets, Transit Usage, Congestion and Mobility in the Study Area: Presently, the transportation network consists of a well-defined grid of arterials and two freeways generally following an east/west or north/south orientation. These freeways and streets carry some of the highest traffic volumes in California and throughout the country. All bus service is currently provided in mixed-flow lanes, which subjects buses to the same high levels of congestion experienced by automobiles. The Wilshire Corridor Route (Line 20/720/920) is the heaviest used bus corridor in Southern California.

The Study Area has substantial traffic congestion, high transit ridership and load factors, and closely spaced bus stops. Combined, these factors result in declining bus operating speeds and reliability, making transit less competitive with the private automobile. With high passenger loads and congested roads, desirable headways (frequency of service) are difficult to maintain and result in overcrowded buses. As the road and transit systems become more congested, the Study Area becomes a less desirable place for people to live and work and less attractive for planned growth and development.

Regional Objectives: The Study Area is designated as one of the most congested areas in the five county region. Significant improvement to meet regional objectives for mobility, accessibility, and reliability are needed as established in the SCAG Regional Council adopted the Regional Transportation Plan (RTP).

Measure R: In November 2008, the voters of Los Angeles County approved Measure R, a one-half cent sales tax measure to provide funding for several important new transportation projects in Los Angeles County. A total of \$4.2 billion was identified over a period of 30 years for the Westside Subway Extension, comprised of local sales tax dollars and Federal matching funds.

Alternatives: At the initiation of the Draft EIS/EIR phase, Metro presented the public with two general alignments for a western extension of the Metro Rail Red Line and Metro Purple Line subway. A series of NEPA/CEQA scoping meetings were held to solicit public input on 11 general alignments. Metro sought public comment on the two areas where different alignment and station options were possible in the Beverly Hills to Westwood area and along the West Hollywood Branch alignment. The alternatives and station options discussed in this Draft EIS/EIR include those recommended at the conclusion of the AA phase with alignment and station options. The alignment

refinements and options are based on further design and issues identified by the public during scoping.

In October 2009, Metro adopted a Long Range Transportation Plan (LRTP). In response to funding and phasing issues raised by fiscal constraints identified during the LRTP process, Metro developed Minimal Operating Segments (MOSs) to correspond to the timeframe for the availability of Measure R funding.

No Build Alternative: The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the Metro LRTP and the SCAG RTP. Under the No Build Alternative, no new transportation infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP. The No Build Alternative is included in this Draft EIS/EIR to provide a comparison of what future conditions would be like if the Project were not built.

Transportation Systems Management (TSM) Alternative: The TSM Alternative includes more frequent bus service to reduce delay and enhance mobility. The TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period. In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

Build Alternatives: The Draft EIS/EIR includes five Build Alternatives, station and alignment options, the base stations (i.e., stations without options), other components of the Build Alternatives, and possible initial construction segments or minimum operable segments (MOSs). The options are compared against the base alternative for the Build Alternatives and stations to determine, among many environmental factors and goals and objectives, which more adequately meet the Project's Purpose and Need. Metro refined the two AA Study Alternatives and developed alternatives with different lengths to meet the fiscal constraints and funding timelines identified in the LRTP.

There are some differences between the alternatives related to transportation impacts including:

- **Transit Travel Time**—Higher operating speeds of service on a dedicated guideway are expected to reduce travel time. Service on an exclusive guideway would increase reliability compared to No Build and TSM Alternatives.

- **Traffic**—Alternatives 3 and 5 would result in the most reduction of Study Area Vehicle Miles Traveled (VMT). For these alternatives the intersection of Wilshire Boulevard/16th Street would be adversely affected during the hour hours. A signal is proposed at this intersection to mitigate impacts.

There would be temporary off-street parking loss at Westwood/UCLA and Westwood/VA Hospital. The rest of the transportation related construction impacts are similar for all alternatives. There would be temporary traffic impacts, on-street park loss, and delays for bus transfer and pedestrian and bicyclists.

For many of the environmental resources, there are no or very little differences in impacts among the Build Alternatives. In most instances the primary reason for differences in impacts is due to the length of the alignment rather than severity of the impact. There are some distinctions, though in most cases they are slight variations, including:

Displacements – are the lowest for Alternative 1 (271) and highest for Alternative 5 (435), primarily attributable to the length of the alternative □ Economic and Fiscal – operations and maintenance expenditures from direct and indirect employment vary slightly among alternatives, with lower number of Person Years (PY) for Alternatives 1 and 2 and higher numbers for Alternatives 3, 4, and 5

□ Air Quality – slight differences in the quantity of emissions burdens expected to be reduced by the alternatives, with the greatest reductions with Alternatives 4 and 5

□ Energy – varies with alternative, with mobile source energy consumption decreases much lower for Alternative 5 (10,000 additional rail miles over Alternative 4 results in more energy use and less energy savings), and energy consumption for stations nearly double for Alternative 5 than Alternative 1

□ Geologic Hazards – some variations because of additional station locations for Alternative 3 that are in more susceptible areas

□ Liquefaction – some variations due to the fact that alternatives have different station locations

□ Water Resources – some variation because a portion of Alternatives 3 and 5 are in coastal zone and would require Coastal Development Permit

□ Safety and Security – Alternatives 2 – 5 would require risk assessment because they pass by federal facilities, including the VA Hospital Medical Center and U.S. Army Reserve facility.

Construction impacts are similar for all alternatives, with differences occurring for some resource categories (primarily energy consumption and parklands and community services and facilities) due to differences in alternative length.

Project Phasing: The final decision to be made in selecting a Locally Preferred Alternative is the best terminus for an initial phase of implementation, in the event that the Project must be built in phases over time.

Cost-Effectiveness: The Build Alternatives are significantly more expensive than the No Build and TSM Alternatives. In 2009 dollars, the rail alternatives range in cost from \$3.6 to \$8.4 billion. The rail alternatives are also more costly to operate and maintain.

With faster speeds, the Build Alternatives would save transit riders between 31,000 and 52,000 hours of equivalent travel time (transit system user benefits) on an average weekday in 2035. This analysis further reveals the following:

□ Alternatives 1, 2, and 3 are substantially more cost effective than Alternatives 4 and 5. In other words, while Alternatives 4 and 5 tend to have more benefits than Alternatives 1, 2, and 3, they achieve these additional benefits at a high incremental cost.

□ The cost-effectiveness indices (CEI) for Alternatives 1, 2, and 3 are similar. The added investment of extending the line to Santa Monica has roughly the same rate of return as a shorter extension to Westwood.

Project Feasibility: Comparing the capital funding requirements of each alternative with the \$4.2 billion set aside for the Westside Subway Extension in the LRTP, and assuming that the project is competitive for New Starts funds, shows the following:

□ The TSM Alternative and Alternatives 1 and 2 are financially feasible.

□ Alternatives 3, 4, and 5 are not currently financially feasible. The Build Alternatives are significantly more expensive than the No Build Alternative.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and LACMTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies;” (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, (with scoping materials appended), was extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. No agencies have chosen to become a cooperating or participating agency for purposes of this project.

Additionally, in accordance with 40 CFR 1506.9, 40 CFR 1506.10, the DEIS will be filed with the EPA for noticing in the Federal Register. The document will be distributed to appropriate Federal, State and Local agencies. In compliance with the Paperwork Reduction Act and FTA policy, a Compact Disc of the complete Draft EIS/EIR will be distributed. If you require a printed set, please contact Mr. Ray Tellis of the FTA. Also, a complete printed set of the environmental document is available for review at the grantee's offices, libraries along the corridor, and an electronic copy of the complete environmental document is also available on the grantee's webpage www.metro.net/westside.