

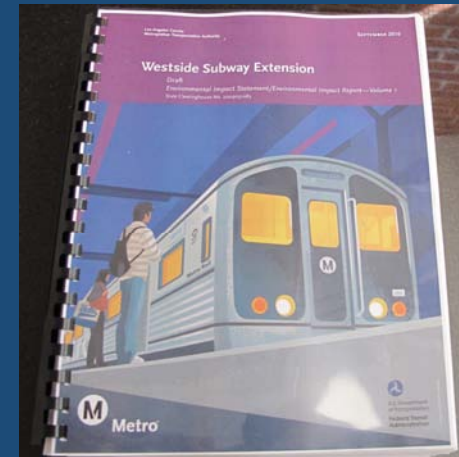
Westside Subway Extension

Draft EIS/EIR: September 2010 Public Hearings



Locations Where Draft EIS/EIR can be Viewed

- Online
 - metro.net/westside
- Public Libraries
 - Beverly Hills Main
 - Donald Bruce Kaufman (Brentwood)
 - Fairfax
 - Felipe de Neve (Wilshire Center)
 - Frances HG Hollywood Regional
 - John C. Fremont (Hollywood)
 - Memorial (Mid-City)
 - Metro Transportation Library
 - Pio Pico (Koreatown)
 - Robertson
 - Santa Monica Main
 - West Los Angeles Regional
 - West Hollywood
 - Wilshire



Purpose of Tonight's Public Hearing

- Brief summary of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
- Describe decisions required to select the Locally Preferred Alternative (LPA)
- Summary of next steps
 - Leading up to Metro Board action
 - Following Metro Board action
- **Listen to public comments**
 - Part of official record
 - Responses in Final EIS/EIR



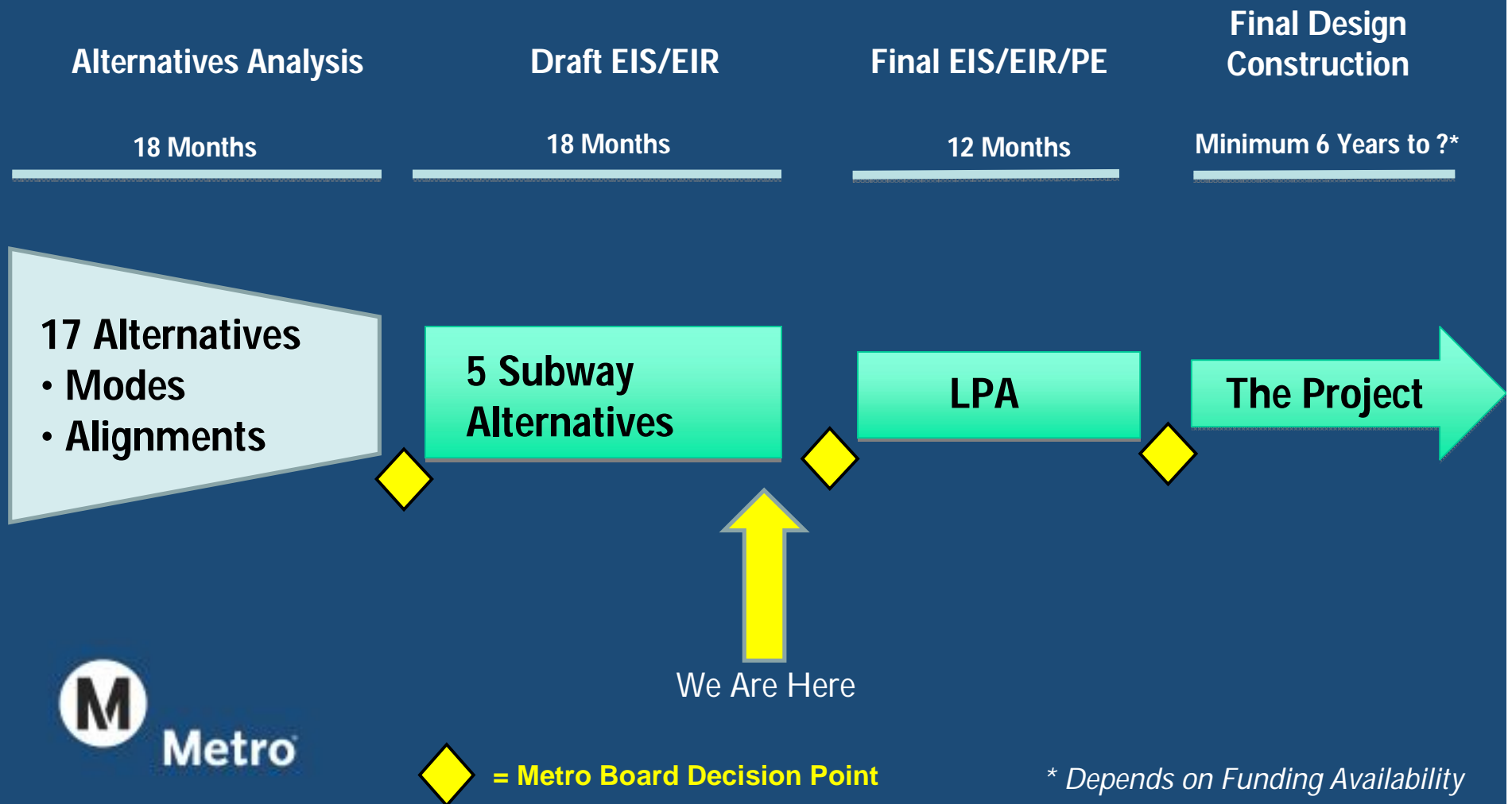
What We'd Especially Like to Hear From You

- Comments on Draft EIS/EIR impacts or mitigation measures
- Additional questions you would like answered in Final EIS/EIR
- Comments on the LPA
 - Alternative choice
 - Station options
 - Alignment options
 - Other
- Suggestions beyond the LPA



Comments Must be Received by
October 18, 2010

Where We are in the Process



Public Involvement to Date

During the Alternatives Analysis

- October 2007: 5 Early Scoping Meetings
- 2008: 3 rounds of Community Update Meetings (12 meetings)
- Attendance of nearly 1,200

During the Draft EIS/EIR to Date

- April 2009: 6 Public Scoping Meetings
- August 2009: 5 Community Update Meetings (Construction)
- Oct./Nov. 2009: 5 Community Update Meetings (Station Information)
- April 2010: 5 Community Update Meetings (Ridership)
- Summer 2010: 5 Community Meetings (Performance)
- “Focused” Meetings (Tunneling/Alignments, Crenshaw Station, other)
- Attendance of over 2,500



All presentations available at metro.net/westside

Alternatives Under Study in Draft EIS/EIR

No Build

Transportation Systems Management (TSM) Alternative

Subway Alternatives Within Adopted LRTP/Measure R Funding

- Alt. 1: Westwood/UCLA Extension
- Alt. 2: Westwood/VA Hospital Extension

Subway Alternatives Beyond Adopted LRTP/Measure Funding

- Alt. 3: Santa Monica Extension
- Alt. 4: Westwood/West Hollywood Extension
- Alt. 5: Santa Monica/West Hollywood Extension

**LRTP: Long Range Transportation
Plan for Los Angeles County**



To be Built in Phases Within Adopted LRTP/Measure R Funding

- **LRTP/Measure R**
 - Allocates \$4.2 billion in 2009 dollars (including federal funds) over approximately 30 years for the Westside Subway Extension
 - 2019: Phase 1 to Fairfax
 - 2026: Phase 2 to Century City
 - 2036: Phase 3 to Westwood/UCLA or Westwood/VA
- **30/10 Initiative**
 - Goal is to fund & build Measure R projects in 10 years
 - Metro working with Federal government to accelerate funds
 - Also investigating Public-Private Partnership options
 - Would allow construction to Westwood in one phase



Metro

Draft EIS/EIR

Los Angeles County
Metropolitan Transportation Authority

SEPTEMBER 2010

Westside Subway Extension

Draft
Environmental Impact Statement/Environmental Impact Report—Volume 1
State Clearinghouse No. 2009031083



Illustration © Metro

Jointly Prepared by Federal Transit Administration (FTA) & Metro

- Federal Transit Administration: Lead for Environmental Impact Statement (EIS) in conformance with National Environmental Policy Act (NEPA)
- Metro: Lead for Environmental Impact Report (EIR) in conformance with California Environmental Quality Act (CEQA)



U.S. Department
of Transportation

**Federal Transit
Administration**

Purpose of the Draft EIS/EIR

- Evaluate performance of the alternatives against required criteria
- Evaluate adverse & beneficial impacts of the alternatives & options:
 - Temporary impacts during construction
 - Ongoing impacts once the subway is operating
- Draft EIS/EIR provides locations & other details of impacts
- Identifies potential mitigations for adverse impacts
- Mitigation plans to be developed during Final EIS/EIR



Concrete decking along Hollywood Blvd. during Red Line Construction



Areas of Environmental Analysis

- Transit Travel Time
- Traffic
- Parking
- Bicycle & Pedestrian
- Land Use/Socioeconomics
 - Regional Land Use & Development
 - Land Use Plans
 - Division of Established Community
 - Displacements
 - Environmental Justice
 - Economic & Fiscal
- Visual Quality
- Air Quality
- Climate Change
- Noise
- Vibration
- Energy
- Geologic Hazards
 - Seismic
 - Liquefaction
 - Subsidence
 - Subsurface Gases
- Hazardous Waste & Materials
- Ecosystems/Biological Resources
- Water Resources
- Safety & Security
- Parklands & Community Services
- Historic, Archeological, Paleontological
- Growth Inducing
- Cumulative Impacts



Construction: Areas with Impacts Requiring Mitigation

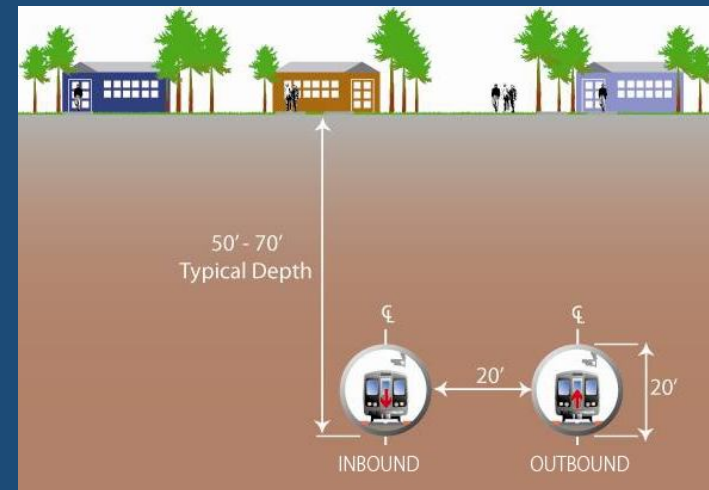
- Traffic
- Parking
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- Land Use/Socioeconomics
 - Division of Established Community
 - Economic & Fiscal
- Visual Quality
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- Historic, Archeological, Paleontological
- Cumulative Impacts

Refer to Draft EIS/EIR for locations & other details of impacts including potential mitigation measures



Operations: Areas with Impacts Requiring Mitigation

- Traffic
- Parking
- Land Use/Socioeconomics
 - Displacements
- Visual Quality
- Vibration
- Historic, Archeological, Paleontological
- Geologic Hazards
 - Seismic
 - Liquefaction
 - Subsurface Gases
- Safety & Security



Strategies to Address Key Potential Impacts

- **Design**
 - Employ latest structural standards to address geological & seismic issues
 - Tunnel depths reduce or eliminate surface noise & vibration
 - Utilize noise-dampening rail fasteners
- **Construction**
 - Deep-bore tunnels reduce surface noise & vibration
 - Pressure-balanced tunnel boring machines reduce subsidence
 - Enhanced tunnel liners & ventilation in gassy ground
 - Develop detailed utility relocation plan with ongoing utility coordination
- **Operations**
 - Ongoing safety monitoring & plans
 - Other



Refer to Draft EIS/EIR for locations & other details of impacts including potential mitigation measures

Benefits of the Westside Subway Extension

Study area today:

- Highly congested corridor
- Further decline in bus/auto travel speeds anticipated
- Major job centers
- Other key regional destinations
- No room for major surface capacity enhancements

Project would provide:

- Fast, reliable & high-capacity transit alternative

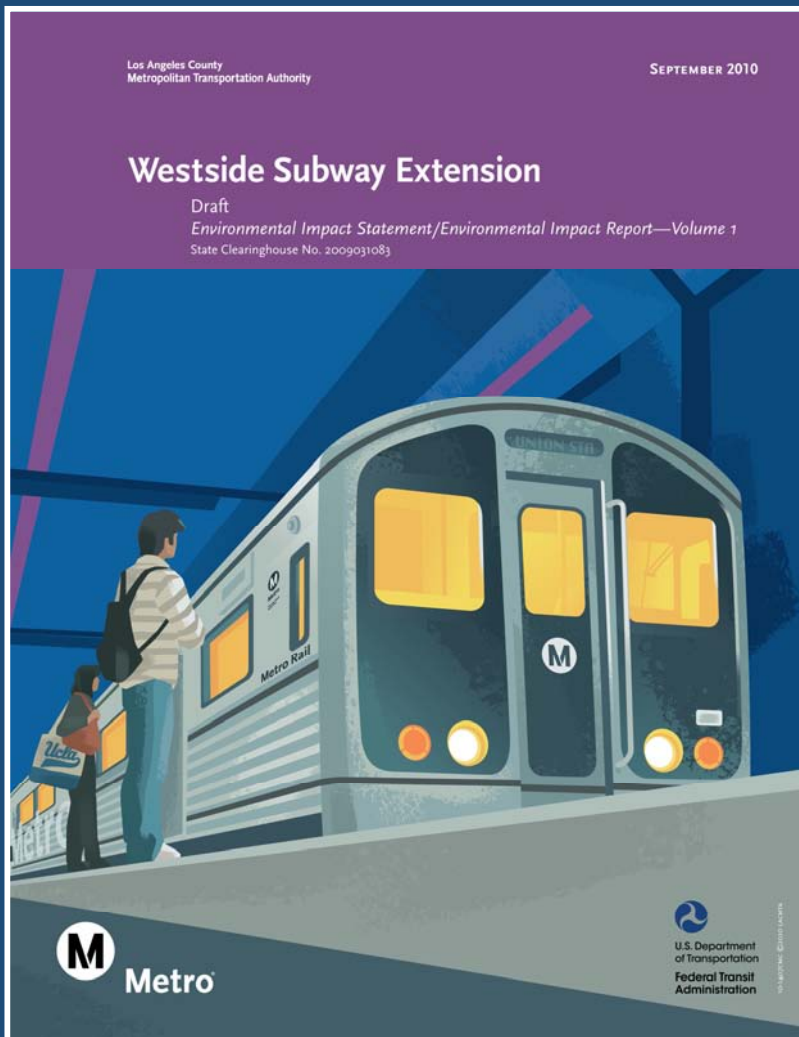


Transit Travel Time to Westwood/UCLA

From	Today*	With Project (Alt 2)
San Gabriel Valley		
-Covina	99	72
-Pasadena	82	51
Downtown/Mid-City		
-Pershing Square	54	24
-Koreatown	36	14
San Fernando Valley		
-North Hollywood	61	41
-Northridge	98	72
South LA		
-Florence	76	41
-Crenshaw/Green Line	85	62
Gateway Cities		
-Long Beach	114	78
East LA	76	36

*Based on current Metro Schedules

Using the Draft EIS/EIR to Recommend the Locally Preferred Alternative



Staff recommendation
for the LPA

- Best alternative utilizing federal criteria & considering local input
- Decisions about 5 alternatives & multiple station/alignment options

Key Decisions About the LPA

1. What is the best performing alternative within funding constraints?
2. How far west should the subway extend? Westwood/UCLA or Westwood/VA?
3. Should there be a station at Wilshire/Crenshaw?
4. Selecting among multiple station location options at:
 - Wilshire/Fairfax
 - Wilshire/La Cienega
 - Century City
 - Westwood/UCLA
 - Westwood/VA
5. Selecting among multiple alignment options between:
 - Wilshire/Rodeo & Century City Stations
 - Century City & Westwood/UCLA Stations



To be informed by Draft EIS/EIR Technical Analysis & Public Input

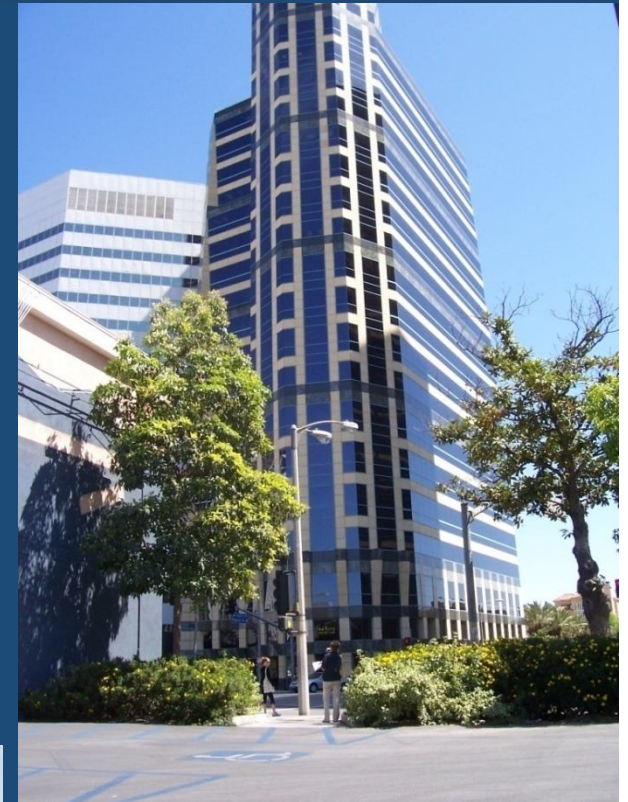
1. Best Performing Alternative

- Alternatives 1, 2 & 3 close to meeting federal cost-effectiveness target for performance of heavy-rail subway
- Wilshire corridor has better land use & transit connections than Santa Monica corridor
 - Serves more key regional destination centers: Mid-Wilshire, Beverly Hills, Century City, Westwood
 - High population & employment concentrations
 - More direct transit connections from other regions including through Union Station
- Only Alternatives 1 & 2 are currently fundable through:
 - Measure R local dollars
 - Federal “New Starts” matching funds
 - 2009 LRTP
- All alternatives have public support



2. How Far West to Extend the LPA: Westwood/VA or Westwood/UCLA

- Alt. 1 UCLA terminus station:
 - 46,000 line boardings
 - 14,310 boardings at UCLA station
 - Major transit interface in Westwood
- Alt. 2 VA terminus station:
 - 53,000 line boardings (+6,610)
 - 8,000 boardings at VA station
 - Serves regional VA center
 - Reduces UCLA station boardings by 1,680
 - Provides access to/from west of I-405
- Public input



3. Should there be a Station at Wilshire/Crenshaw?

- Station cost: \$153m (in 2009 dollars)
- Ridership:
 - Daily station boardings (2035) = 4,200 - 4,300
 - Full line loses about 1,300 riders without Crenshaw Station
- Land use issue: Low-density area
- Typical spacing between subway stations is one mile
 - Crenshaw is ½ mile from Western
 - La Brea is 2 miles from Western
- Transit connectivity
 - Crenshaw LRT being planned from Expo south
 - Future connection to Wilshire would not be at Crenshaw
- Public input



4. Selecting Among Multiple Station Locations

Stations	Ridership	Construction Issues	Engineering Issues	Property For Portal(s)	Seismic Issues	Bus, Bike, Ped Connections	Future Rail Connection	Terminus Station Issues	Public Input
Wilshire/ Fairfax		✓	✓	✓		✓			✓
Wilshire/ La Cienega		✓		✓		✓	✓		✓
Century City	✓	✓	✓	✓	✓	✓			✓
Westwood/ UCLA		✓		✓		✓		✓	✓
Westwood/ VA						✓		✓	✓



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✓ = Differentiating factor in selecting station alternative

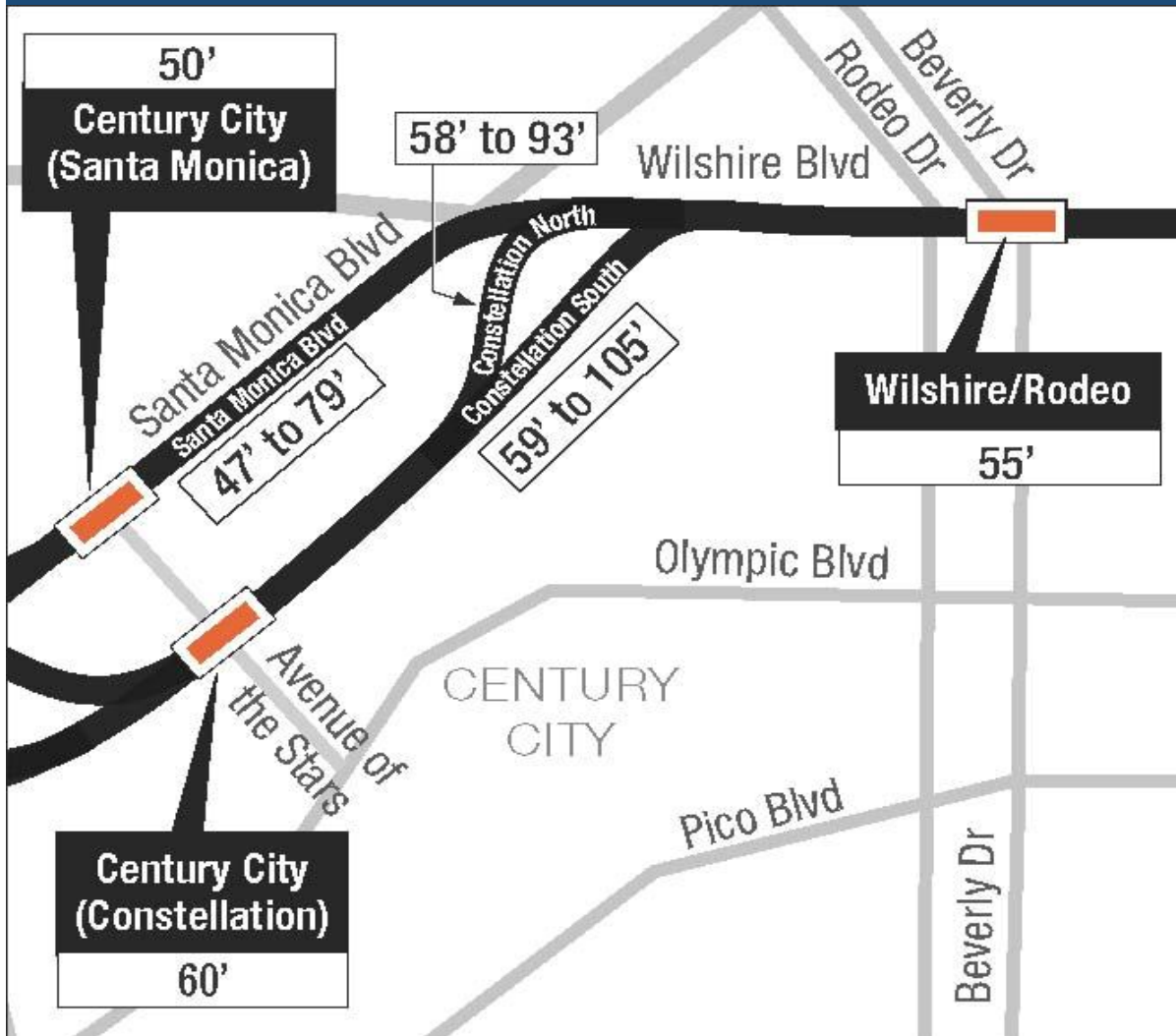
5. Selecting Among Multiple Alignments

Alignment Options	Connections To Stations	Number of Easements	Seismic Issues	Construction Cost	Travel Time	Ridership	Public Input
Wilshire/ Rodeo to Century City	✓	✓	✓				✓
Century City to Westwood/ UCLA		✓	✓	✓	✓	✓	✓



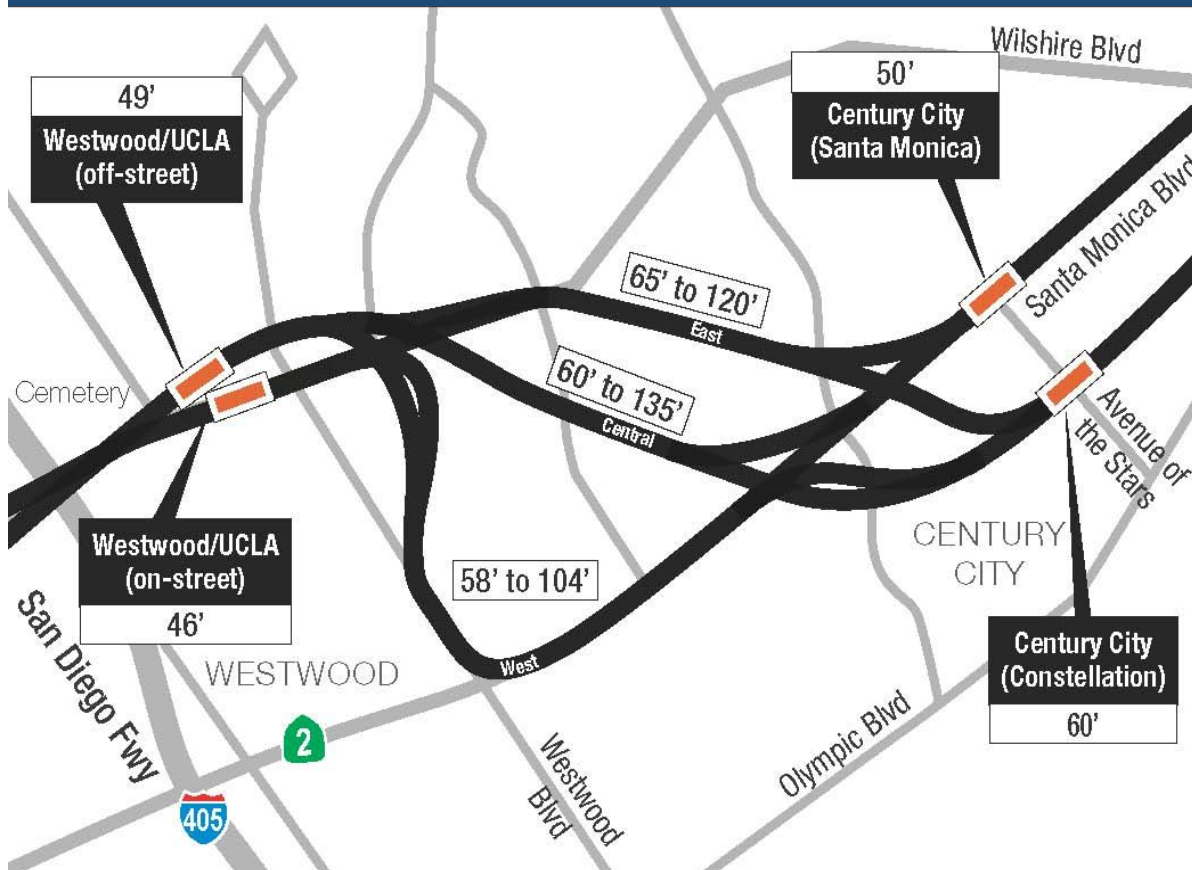
✓ = Differentiating factor in selecting alignment

Alignments: Rodeo to Century City (Depths to Track)



Alignment	No. of Residential Easements
Santa Monica	0
Constellation N	4
Constellation S	23

Alignments: Century City to Westwood (Depths to Track)



Alignment	No. of Underground Residential Easements
East	56-69
Central	75-110
West	30-65

What Happens Next

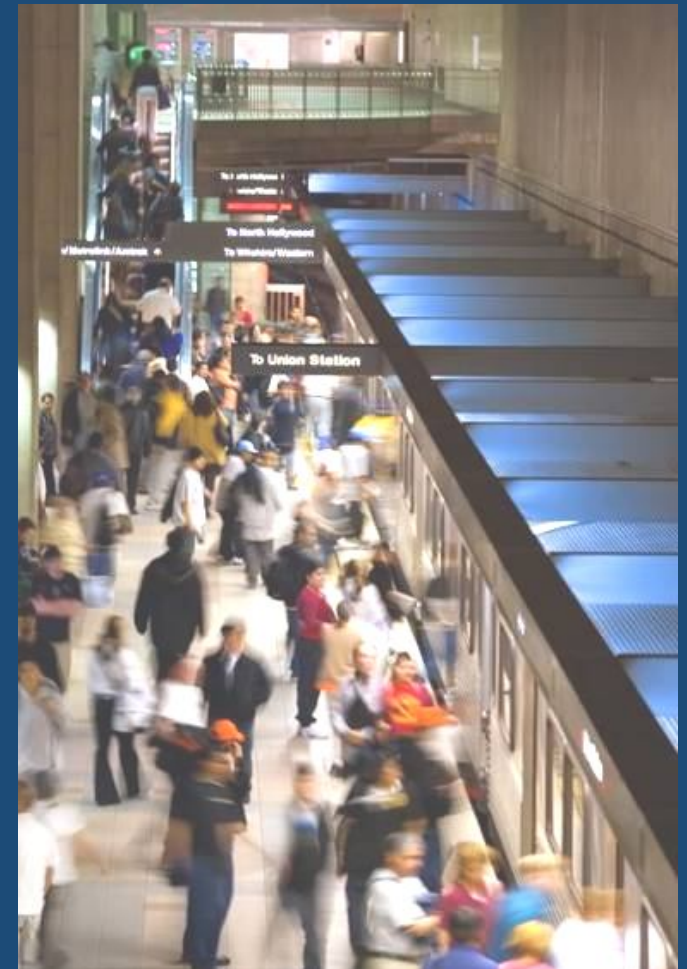
- October 18, 2010: Close of Public Comment
- Metro staff develops recommendations & summarizes public comments
- October 28, 2010: Metro Board Consideration
 - Staff LPA recommendations
 - Adopt Locally Preferred Alternative (LPA)
 - Narrow options for further analysis in Final EIS/EIR
 - Authorize preparation of Final EIS/EIR, PE & continued outreach
 - Seek FTA approval to enter New Starts Preliminary Engineering
 - Consider any additional recommendations



Activities During Final EIS/EIR

Complete environmental clearance process:

- Continued public involvement
- Respond to public comments
- Further geotechnical investigation
- Refine engineering
- Finalize cost estimates
- Refine station alignment & design
- Preliminary Engineering
- Determine construction staging locations
- Commit to mitigation measures



How to Comment on the Draft EIS/EIR

- Testify verbally at a public hearing
- Submit written comments at a public hearing
- Send a letter/written comments to:
David Mieger
Metro
One Gateway Plaza 99-22-5
Los Angeles, CA 90012
- Complete online comment form
 - www.metro.net/westside
- Send e-mail to WestsideExtension@metro.net
- NOTE: Comments via Facebook & Twitter will not be considered as part of official public comment



Comments Must be Received by October 18, 2010

Schedule of Public Hearings

- Monday, September 20 – LACMA West
 - *This hearing will be available by live webcast at www.metro.net/westside*
- Tuesday, September 21 – Westwood United Methodist Church
- Wednesday, September 22 – West Hollywood Plummer Park
- Monday, September 27 – Beverly Hills Roxbury Park
 - *This hearing will be available by live webcast at www.metro.net/westside*
- Wednesday, September 29 - Santa Monica Main Library

All meetings 6pm - 8pm



Tonight's Public Hearing

- Two minutes per speaker
(four minutes with translation)
- Three names called at a time; please line up and be prepared
- State your name clearly
- Speak clearly for court reporter
- Please be respectful of all speakers
- No response to comments tonight
- Each comment will be addressed in writing in the Final EIS/EIR



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