

Westside Subway Extension

June 2010 Community Update Meetings

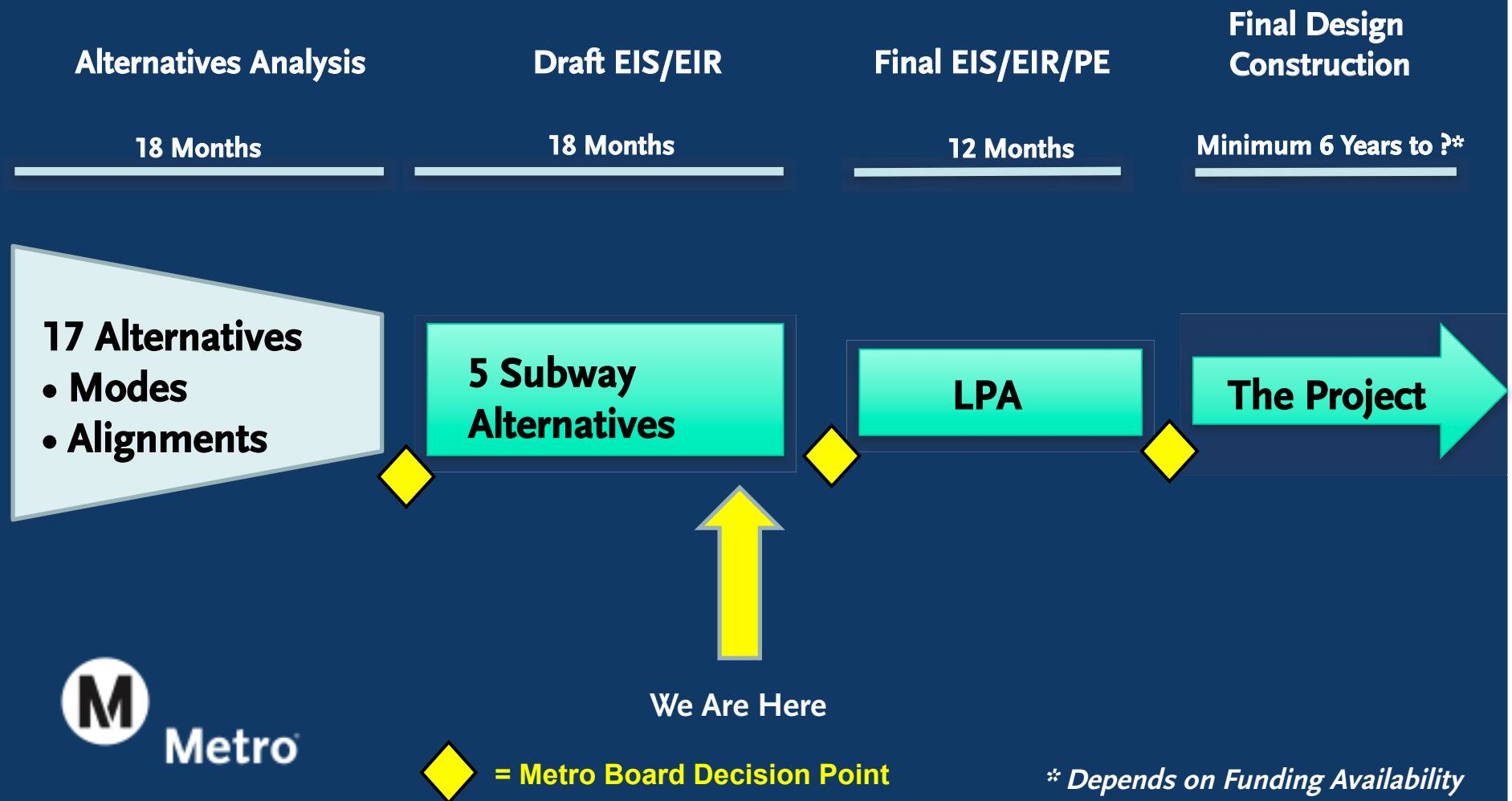


Purpose of Tonight's Meeting

- Background information on study to date
- Present performance information of five alternatives
- Describe the EIS/EIR process & next steps



Where We are in the Process



Where We're Heading

- **Selection of the Locally Preferred Alternative (LPA)**
 - To seek final environmental clearance
 - To be engineered for construction
 - Meets FTA's "New Starts" funding guidelines
 - Fiscally constrained (i.e. can be built & operated within projected funding)
 - May include phasing plan



Subway Alternatives Under Study in Draft EIS/EIR

Within Adopted LRTP/Measure R Funding

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

Beyond Adopted LRTP/Measure R 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

Alt. 1: Westwood/UCLA Extension



Within Adopted LRTP/Measure R Funding

Alt. 2: Westwood/VA Hospital Extension



Within Adopted LRTP/Measure R Funding

Alt. 3: Santa Monica Extension



Beyond Adopted LRTP/Measure R Funding

Alt. 4: Westwood/West Hollywood Extension



Beyond Adopted LRTP/Measure R Funding

Alt. 5: Santa Monica/West Hollywood Extension



Beyond Adopted LRTP/Measure R Funding

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

- **LRTP/Measure R**
 - Allocates a total of \$4.2 billion (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 the 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



Public Involvement

During the Alternatives Analysis

- October 2007: 5 Early Scoping Meetings
- 2008: 3 rounds of Community Update Meetings (12 meetings)
- Attendance of nearly 1,200
- Written/Electronic Comments: ~ 1,250



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)
- 4 “Focused” Meetings
- Attendance of nearly 1,950
- Written/Electronic Comments: ~ 1,500
- Extensive use of social networking



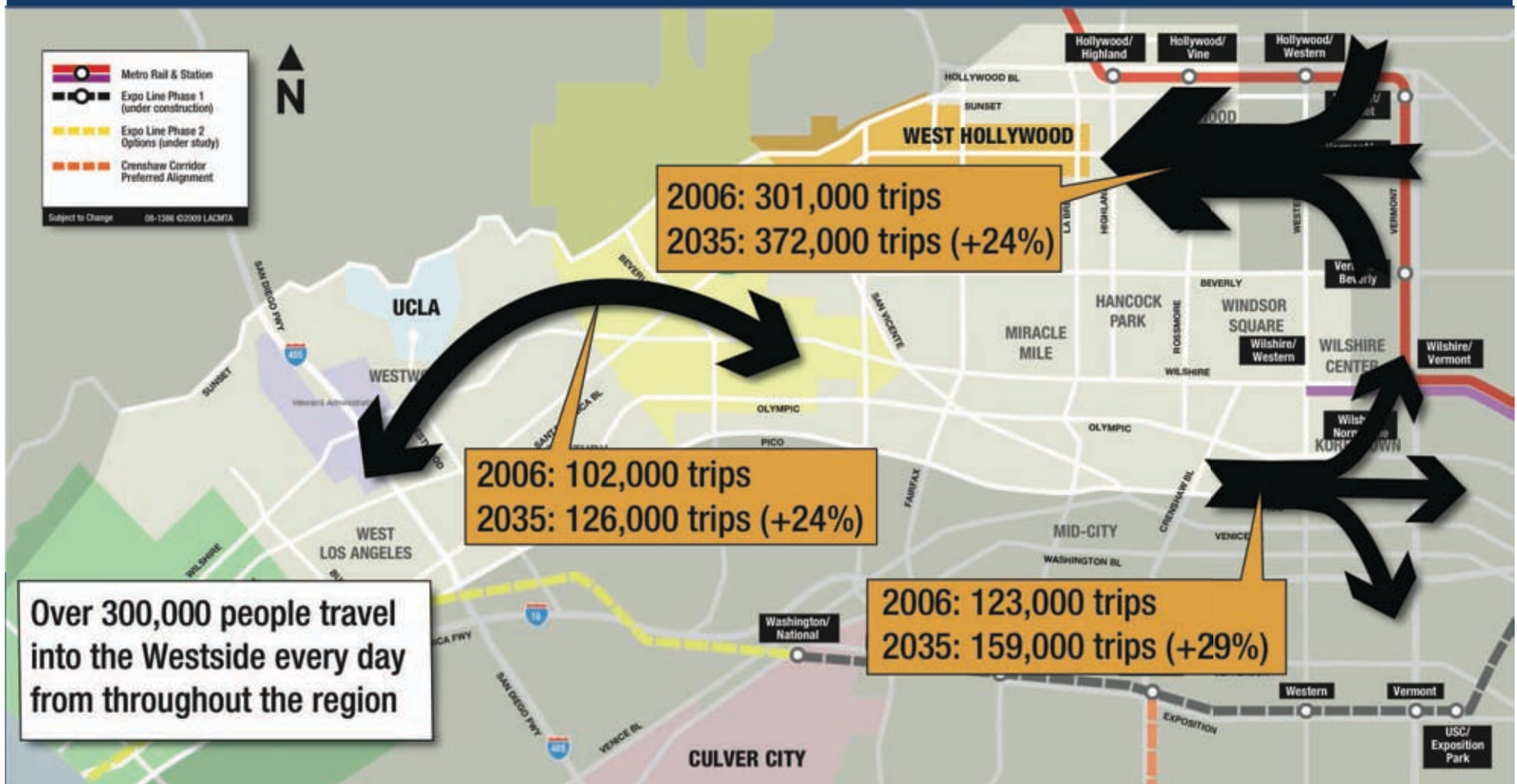
Where We've Been



- **Alternatives Analysis (AA) addressed:**
 - Need for a transit improvement
 - Alternate modes
 - Other alignments
 - Which alignment to be built first
- **Draft EIS/EIR to date:**
 - Reconfirmed findings of AA
 - EIS/EIR scoping
 - Construction issues
 - Locating a station/portal
 - Preliminary ridership data
 - Focused topics

Westside is LA's Second Downtown

Travel To Westside Job Centers (Home/Work Peak Hour Trips)



Subway Improves Travel Times to the Westside

Travel time to Westwood/UCLA (in minutes)

From	Today*	With Project (Alt 2)	% Change	Days Saved/Year†
San Gabriel Valley				
-Covina	99	72	-27%	10
-Pasadena	82	51	-38%	11
Downtown/Mid-City				
-Pershing Square	54	24	-56%	11
-Koreatown	36	14	-61%	8
San Fernando Valley				
-North Hollywood	61	41	-33%	7
-Northridge	98	72	-27%	9
South LA				
-Florence	76	41	-46%	13
-Crenshaw/Green Line	85	62	-27%	8
Gateway Cities				
-Long Beach	114	78	-32%	13
East LA	76	36	-53%	14

*Based on current Metro Schedules

†Days Saved/Year presumes 2 trips/day x 260 travel days/year

Mode Choice Decision

- **Only heavy rail has capacity to meet demand**
 - Heavy rail can move about 14,000 passengers per hour per direction
 - Light rail: about 7,600
 - Monorail: about 6,300
 - Bus Rapid Transit: about 1,800
- **Why underground in this corridor?**
 - This is a dense corridor with limited right of way
 - Overhead rail & stations overwhelm street
 - Impacts from loss of travel & parking lanes
 - High mitigation costs
 - High cost of real estate for station access



Why Go Straight Out Wilshire First?

- **Cost of construction necessitates alignment with:**
 - Highest ridership per mile
 - Most user benefits
 - Greatest cost-effectiveness
- Alignment along Wilshire Blvd out-performed Santa Monica
- Combined alternative increased total ridership
- Deviations off Wilshire reduced cost effectiveness
 - Increased travel time
 - Decreased ridership
 - Increased construction cost



21st Century Subway Tunneling

- New generation tunnel boring machines (TBMs) maintain pressure in surrounding earth
- Reduces risk of settlement
- Tunnels built underground using TBMs
- Stations built excavating from above off-street or under “decked-over” streets

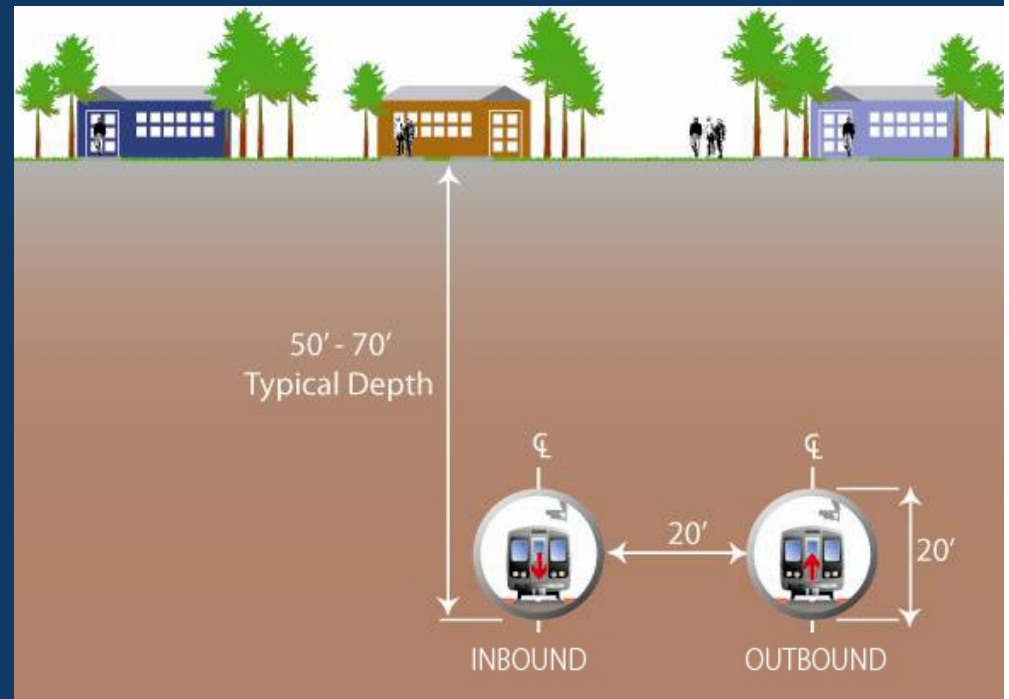
“It is possible to tunnel and operate a subway along the Wilshire Corridor safely” (APTA Peer Review, 2005)



Hollywood Boulevard during subway construction

Metro Subway Tunnels Today

- Metro Gold Line to East LA built with new generation TBMs. No measurable surface subsidence or substantiated property damage claims
- Metro Red/Purple lines run below ground, under multiple private properties
- No noise/vibration complaints since subway opened



Planning Station Locations & Amenities

- Located at key destinations/activity centers
- Pedestrian/bike access & circulation
- Drop-off/pick-up locations
- Bus connections/layover space
- Engineering & technical issues
- Willing, adjacent property owner for portals & construction staging
- Cost/cost-effectiveness
- Public input
- Other



FTA's "New Starts" Evaluation Criteria

- **FTA continues to evaluate for:**
 - Mobility improvement
 - Transit supportive land use policies & conditions
 - Cost effectiveness
 - Project feasibility
 - Equity
 - Environmental considerations
 - Public acceptance
- **But weighting of criteria has changed**

Competing for “New Starts” Funds

New FTA evaluation rules

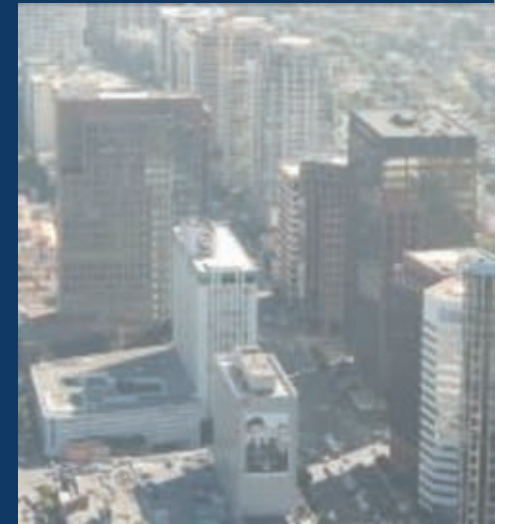
- Increase emphasis on land use & economic development potential
- Reduce emphasis on cost effectiveness

Yet . . .

- Process is more competitive as new rules allow more projects to compete
- Project must still be strong across all evaluation criteria

Land Use & Transit Connections

- Study area density rivals downtowns of many other major cities
- Wilshire Boulevard alignment
 - 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
 - Density decreases west of Westwood
- Santa Monica Boulevard alignment
 - Has population concentration
 - Fewer regional destination centers
 - Less direct transit connections



Performance Evaluation of Alternatives

Utilizing FTA criteria:

- Ridership
- Transit User Benefits
- Capital Cost
- Cost Effectiveness



Assumptions Behind Performance Evaluation

Data behind all the following charts:

- Includes a station at Wilshire/Crenshaw
- Assumes a Century City Station at Santa Monica Blvd/Avenue of the Stars
- Does not assume cost of building “connection structure” for a future West Hollywood subway
- Assumes most direct route between stations
- Assumes no dedicated station parking in cost or ridership numbers



New Station Boardings & Project Trips*



■ New Station Boardings ■ Project Trips

* Boardings at new stations + riders on new line boarding elsewhere

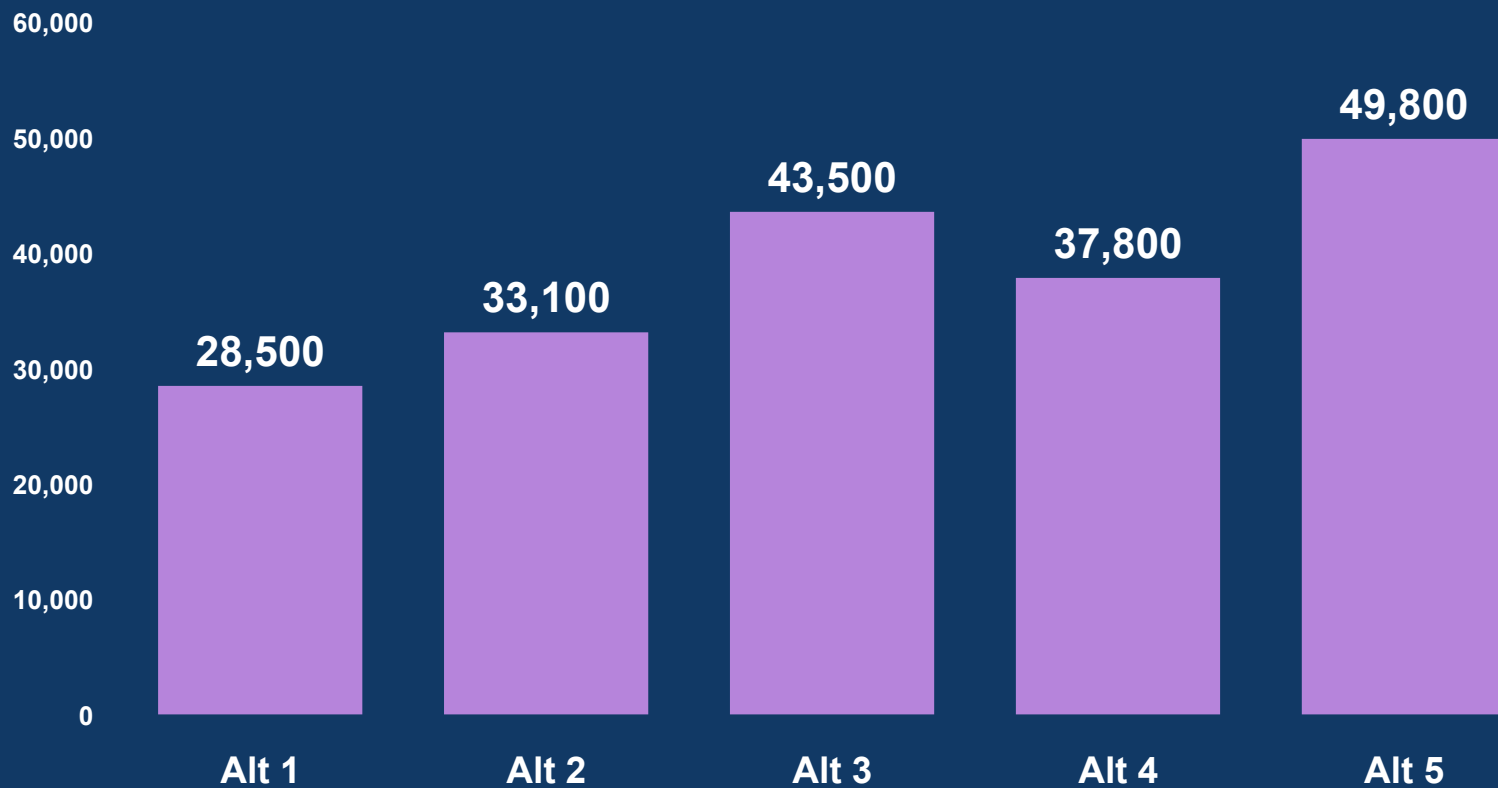
New Station Boardings Per Mile & Project Trips Per Mile



Metro

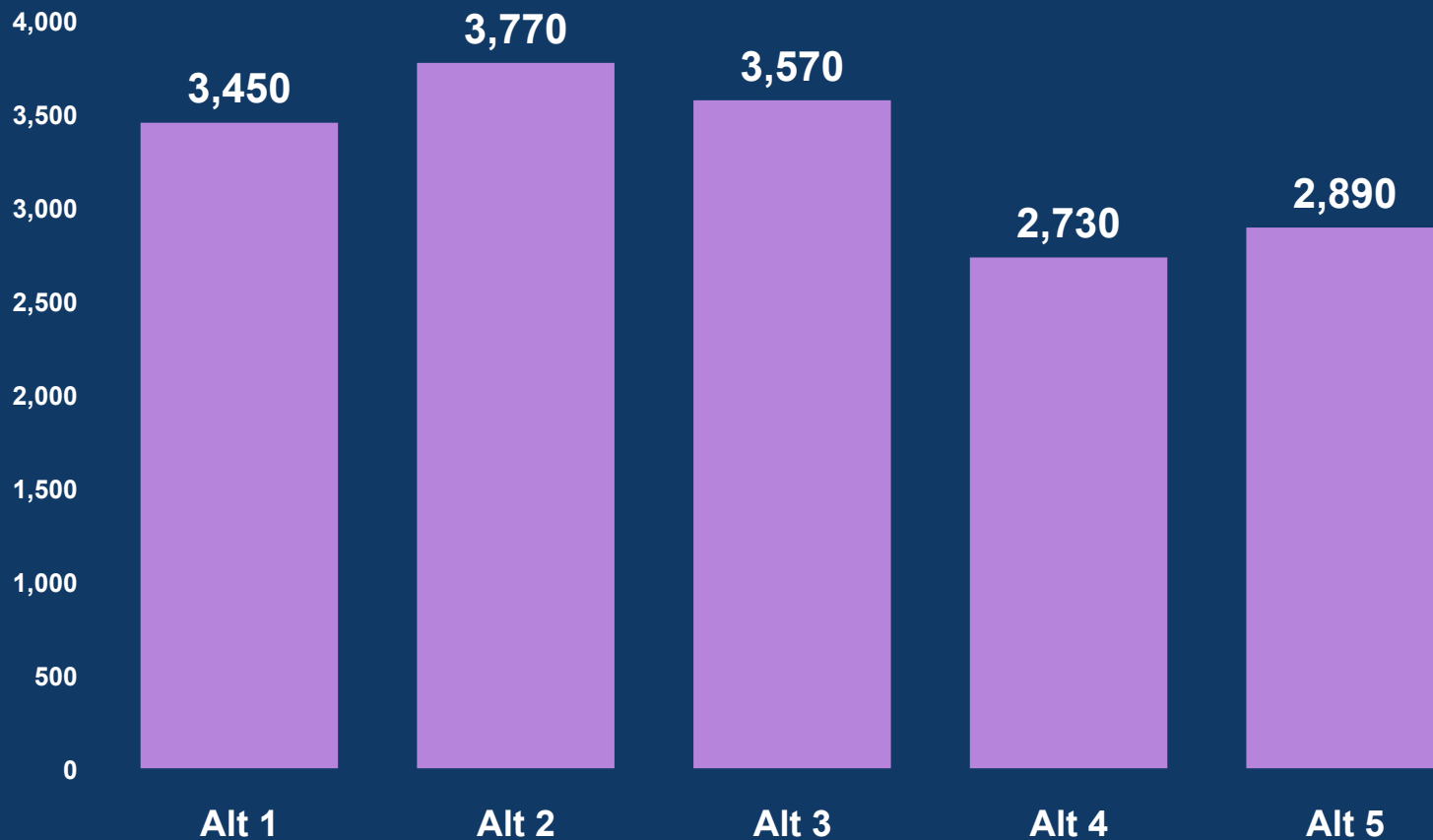
■ New Station Boardings Per Mile ■ Project Trips Per Mile

Transit User Benefits (hours/day)*



* *Transit user benefits: Total hours of transit travel time savings per day*

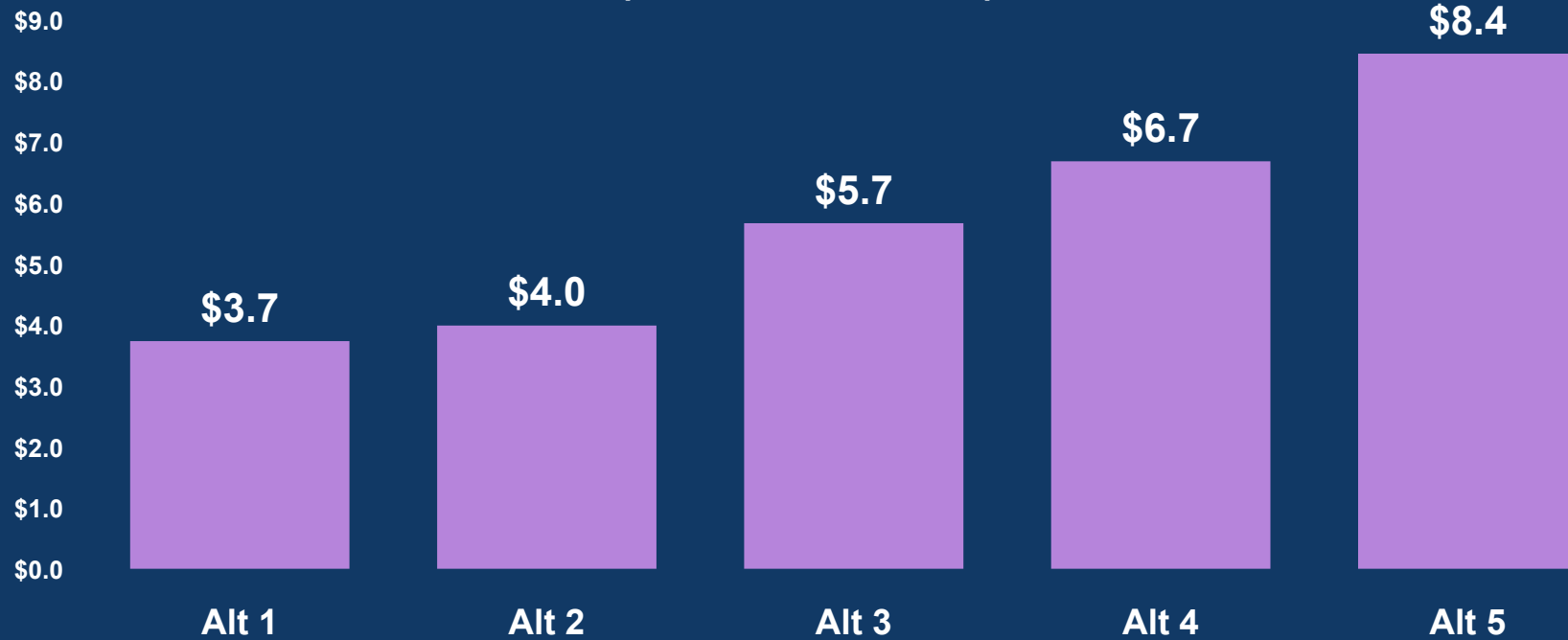
Transit User Benefits (hours/day)* Per Mile



* *Transit user benefits: Total hours of transit travel time savings per day*

Capital Cost

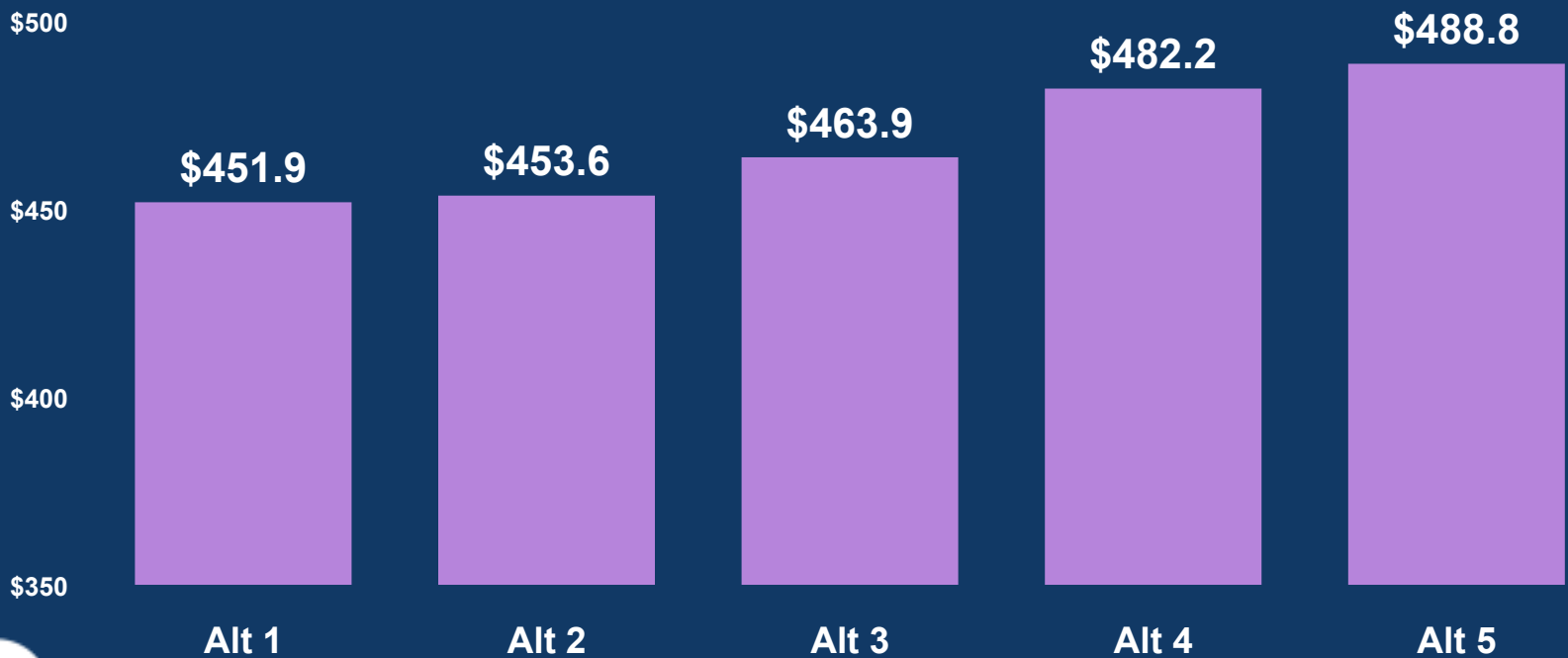
(in billions \$2009)



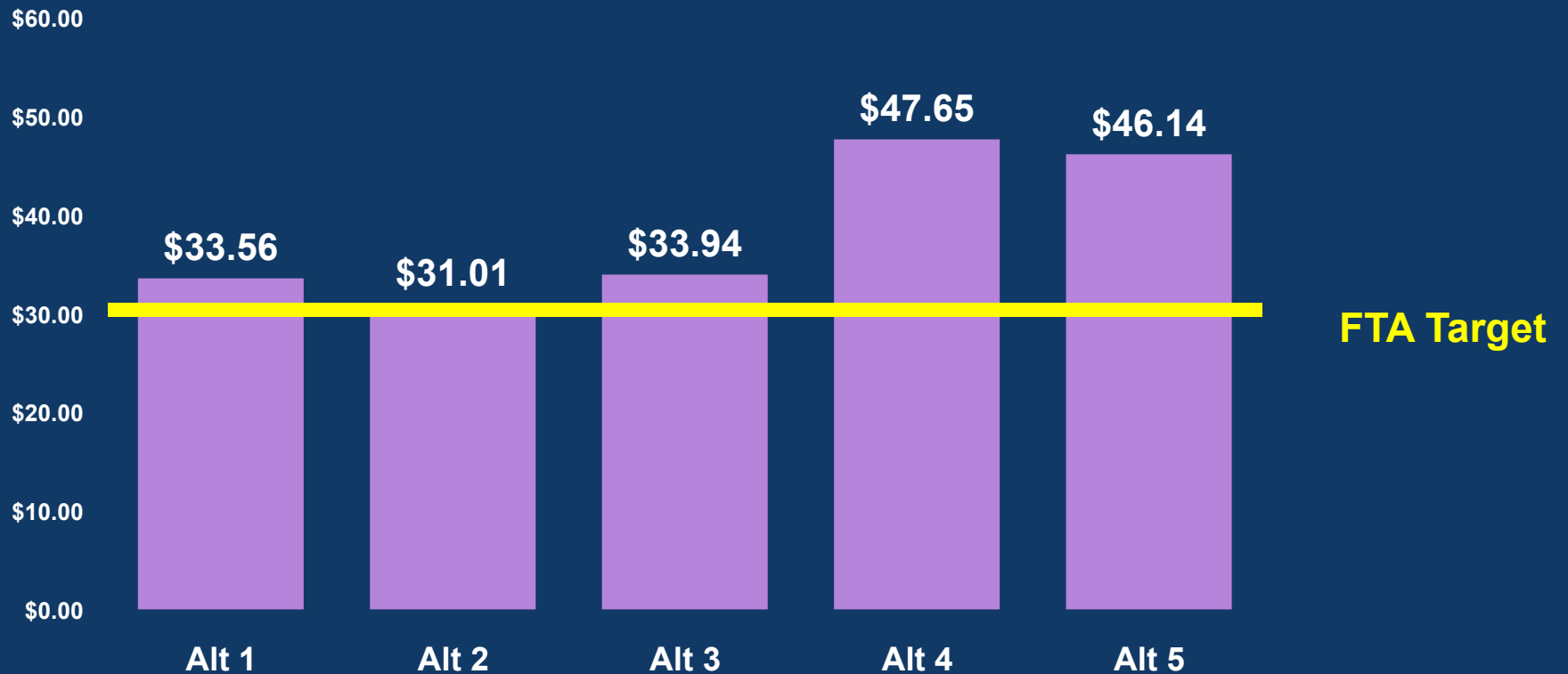
L RTP/Measure R allocates \$4.2 billion to Westside Subway including assumed federal funding contribution

Capital Cost per Mile

(in millions \$2009)



Cost Effectiveness Comparison of Alternatives



FTA Target = \$31.00 per hour of transit travel time savings

What if we Change the Assumptions?

Cost Effectiveness Improves:

- Without Crenshaw Station
 - Low ridership station in low-density area
- Century City Station at Constellation
 - Significantly higher daily station boardings with station in center of Century City offset slightly higher cost

Cost Effectiveness Worsens:

- Longer/less-direct routes between stations
- With connection structure for future West Hollywood Subway



How Far West Within LRTP/Measure R Funds?

	Alt. 1: Westwood/UCLA	Alt. 2: Westwood/VA Hospital
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New Stations	7	8
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Weekday Boardings at New Stations	46,075	52,665
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Boardings at Westwood/UCLA	14,310	12,630
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Boardings at Westwood/VA Hospital	NA	8,010
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Other	Major transit interface in Westwood Village	Provides access to subway west of I-405
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Issues Addressed in Draft EIS/EIR

Assess benefits and impacts of five alternatives on:

- **Transportation**
 - Traffic
 - Transit
 - Parking
- **Land Use**
- **Air Quality/Greenhouse Gases**
- **Noise & Vibration**
- **Safety & Security**
- **Historic Resources**
- **Archaeology/Paleontology**
- **Socioeconomics**
 - Environmental Justice
 - Economic/Fiscal Impacts
 - Communities/Neighborhoods
- **Geotechnical**
 - Seismic
 - Soils/Gassy ground
 - Hazardous Materials



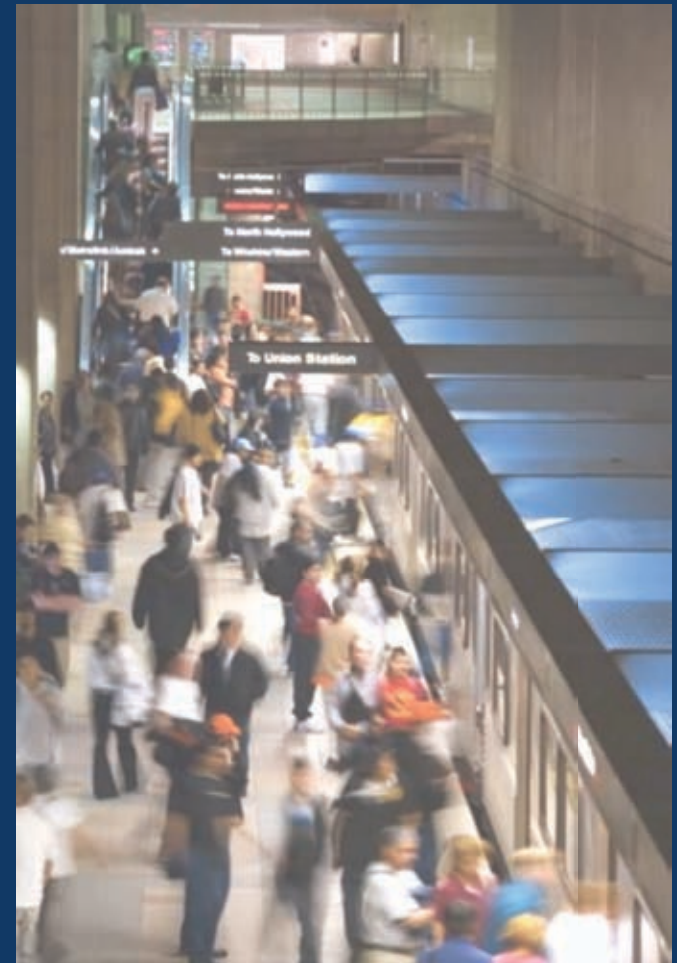
Both Construction and Operations Impacts Assessed

Anticipated Activities During Final EIS/EIR

Complete environmental clearance process:

- Further geotechnical investigation
- Potential minor alignment adjustments
- Finalize cost estimates for federal grant
- Refine station details & design
- Complete Preliminary Engineering
- Determine construction staging locations
- Develop station art program
- Commitment to specific mitigation measures
- Respond to comments

Could begin construction in 18 months



Review of Construction Outreach

- Survey/inspect properties before work begins to assess conditions
- Process for reviewing damage complaints
- Construction project will carry insurance to address such issues



Where We Go From Here

- **Summer 2010: Release of Draft EIS/EIR**
 - Results of technical analyses
 - 45-day public review period
 - Formal public hearings for comment
 - No responses at hearings
- **Fall 2010: Metro Board Consideration**
 - Staff recommendations
 - Adopt Locally Preferred Alternative (LPA)
 - Authorize preparation of Final EIS/EIR with responses to public and agency comments
 - Seek FTA approval to enter New Starts Preliminary Engineering



Upcoming Meetings

- Monday, June 14 – LACMA West
- Thursday, June 17 – West Hollywood – Plummer Park
- Monday, June 28 – Westwood United Methodist Church
Live web-cast of this meeting available at metro.net/Westside
- Tuesday, June 29 – Beverly Hills Library Auditorium
- Thursday, July 1 – Santa Monica Main Library Multipurpose Room

All meetings 6pm-8pm. Content will be identical.



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Questions & Comments

