



WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report

Appendix A – Scoping Report

Part 4



August 2010

Appendix U
Scoping Comments Received



OFFICE OF THE GOVERNOR

March 25, 2009

Mr. David Mieger
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012
USA

Dear Mr. Mieger,

Thank you for your scheduling request to Governor Arnold Schwarzenegger
The Governor is honored by your invitation.

While your request is very important, it was received too late for consideration.
In the future, we welcome you to send your request at least 30 days prior to your
requested date or timeframe to ensure that your invitation is given adequate time
to be reviewed.

The Governor thanks you for your inquiry.

Sincerely,

Katie Tinney
Katie Tinney
Director of Scheduling



FEMA

IMAGED

March 31, 2009

APR 6 2009

Mr. Roger Snoble
Chief Executive Officer
Metro
One Gateway Plaza
Los Angeles, CA 90012

RECORDS MANAGEMENT CENTER

Attention: Mr. David Mieger, AICP

Re: Westside Extension Project
Invitation to Participate in the Environmental Review Process

Dear Mr. Snoble:

This letter is in response to your letters dated March 24, 2009, addressed to Ms. Karen Armes, Deputy Regional Administrator, Department of Homeland Security (DHS), Federal Emergency Management Agency (FEMA) and myself, Regional Environmental Officer, requesting our agency become a participating agency per Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the environmental review process for the extension of the Westside rail line within the heavily congested Westside Transit Corridor.

FEMA is declining your invitation to be a participating agency, as we do not have jurisdiction or authority with respect to the proposed improvements. The project, however, must undergo federal consultation with agencies responsible for implementation of federal environmental statutes and authorities, as it is considered equivalent to a federal action, being proposed by the Federal Transit Administration (FTA) in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro).

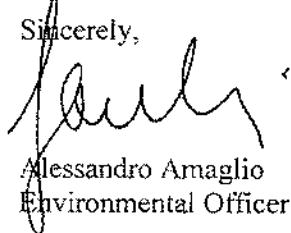
The proposed improvements are located in Los Angeles County and may involve local jurisdictions that participate in the ~~National Flood Insurance Program (NFIP)~~. Any development within the County must comply with any requirements of the ~~County's Flood Damage Prevention Ordinance, Ordinance~~. To complete the Federal environmental review process for the proposal, Metro is required to submit the draft of any environmental compliance documents to our agency for review and comment.

March 31, 2009

Page #2

We have also sent our declination of this invitation electronically to Mr. Ray Tellis of the FTA Los Angeles Metropolitan Office at ray.tellis@dot.gov. Should you have any questions or if I may be of further assistance, you may contact me at (510) 627-7284, or by email at fema-rix-ehp-documents@dhs.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Alessandro Amaglio".

Alessandro Amaglio
Environmental Officer

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:52 PM
To: Sirisut, Dianne
Subject: FW: EIR for Westside Extension Project

Roger L. Martin, AICP

Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Friday, March 27, 2009 3:47 PM
To: Martin, Roger
Subject: FW: EIR for Westside Extension Project

From: Lee, Emory (HHS/OS) [mailto:Emory.Lee@HHS.GOV]
Sent: Friday, March 27, 2009 1:04 PM
To: Tellis, Ray <FHWA>
Subject: EIR for Westside Extension Project

The Department of Health & Human Services will not be a participating agency in this review as we have no jurisdiction or authority regarding the project. Thank you.

Emory M. Lee
Acting Regional Director
Office of the Regional Director
U.S. Department of Health & Human Services
Region IX -- Arizona, California, Hawaii, Nevada,
Guam, American Samoa, Commonwealth of the
Northern Mariana Islands, Federated States of Micronesia,
Republic of the Marshall Islands, and the Republic of Palau

90 - 7th Street, Suite 5-100
San Francisco, CA 94103
Phone: (415) 437-8500
Fax: (415) 437-8505
email: emory.lee@hhs.gov

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:52 PM
To: Sirisut, Dianne
Subject: FW: Westside Extension Project

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

-----Original Message-----

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Monday, March 30, 2009 10:29 AM
To: Martin, Roger
Subject: Fw: Westside Extension Project

----- Original Message -----

From: Fortier, Renee <RFortier@ts.ucla.edu>
To: Tellis, Ray <FHWA>
Cc: Karwaski, David <dkarwaski@ts.ucla.edu>; Lelah, Tova
<tlelah@capnet.ucla.edu>; Powazek, Jack <powazek@FACNET.UCLA.EDU>
Sent: Mon Mar 30 13:00:36 2009
Subject: Westside Extension Project

Mr. Tellis: UCLA Transportation hereby accepts the invitation to become a participating agency in the Environmental Review Process for the Westside Extension Project.

Renée A. Fortier

Director

UCLA Transportation

555 Westwood Plaza, Suite 100

Los Angeles, CA 90095

310-206-6317

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:57 PM
To: Sirisut, Dianne
Subject: FW: Amtrak Response to Westside Extension Project

Fyi.

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, March 31, 2009 3:56 PM
To: Martin, Roger
Subject: FW: Amtrak Response to Westside Extension Project

From: Hutchison, Jonathan [mailto:HutchiJ@amtrak.com]
Sent: Tuesday, March 31, 2009 2:54 PM
To: Tellis, Ray <FHWA>
Subject: Amtrak Response to Westside Extension Project

Hello, Mr. Tellis:

Thank you for the correspondence regarding the desired Westside Extension Heavy Rail project. Although Amtrak certainly supports investments in alternative forms of transportation, and seeks to find ways to more effectively integrate its intercity services with local transit providers, from a strictly business perspective, this project, regardless of its merits or challenges in the eyes of local stakeholders, has little meaningful impact on Amtrak's primary business activity of operating America's intercity passenger rail system. As a result, Amtrak respectfully declines Los Angeles County Metropolitan Transportation Authority's invitation to participate in this project's environmental review process.

Thank you and please let me know if you need additional information.

Sincerely,

Jonathan Hutchison
Director, Government Affairs – West
Amtrak
510-238-2671

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, March 31, 2009 3:53 PM
To: Sirisut, Dianne
Subject: FW: Westside Extension Project

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, March 31, 2009 1:46 PM
To: Martin, Roger
Subject: FW: Westside Extension Project

From: FEMA-RIX-EHP-Documents [mailto:Fema-RIX-EHP-Documents@dhs.gov]
Sent: Tuesday, March 31, 2009 1:34 PM
To: Tellis, Ray <FHWA>
Subject: Westside Extension Project

Mr. Tellis: Please be advised that FEMA is declining the invitation to be a participating agency in Metro's above referenced proposal. Thank you.

Donna M. Meyer
Deputy Environmental Officer
FEMA - RIX



Preserving America's Heritage

March 31, 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**RE: *Westside Extension Project*
*Los Angeles County, California***

Dear Mr. Snoble:

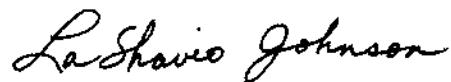
On March 27, 2009, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by the Federal Transit Administration (FTA) or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the *National Historic Preservation Act*, the ACHP encourages FTA to initiate the Section 106 process by notifying, at its earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, FTA and your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking. Please note that FTA, as the federal agency, must be involved in the notification of consulting parties.

FTA and the Los Angeles County Metropolitan Transportation Authority should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If you determine through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of an agreement document is necessary, FTA must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing agreement document, you should follow the process it outlines.

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Blythe Semmer by telephone at (202) 606-8552 or by e-mail at bsemmer@achp.gov.

Sincerely,



LaShavio Johnson
Historic Preservation Technician
Federal Permitting, Licensing, and Assistance Section
Office of Federal Agency Programs

Sirisut, Dianne

From: Martin, Roger
Sent: Thursday, April 02, 2009 7:45 AM
To: Sirisut, Dianne
Subject: FW: Acceptance of invitation to become a participating agency for the Westside Extension Project

Fyi...

-----Original Message-----

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Thursday, April 02, 2009 7:43 AM
To: Martin, Roger
Subject: Fw: Acceptance of invitation to become a participating agency for the Westside Extension Project

----- Original Message -----

From: Curzi, Anthony <acurzi@planning.lacounty.gov>
To: Tellis, Ray <FHWA>
Sent: Wed Apr 01 20:37:22 2009
Subject: Acceptance of invitation to become a participating agency for the Westside Extension Project

Dear Mr. Tellis,

The Los Angeles County Department of Regional Planning has received and accepts your invitation to become a participating agency for the Los Angeles County Metropolitan Transportation Authority's (Metro) Westside Extension Project.

Correspondence should be sent to my supervisor, Mr. Paul McCarthy, Supervising Regional Planner, at the address below.

The County looks forward to working with your agency, Metro, and others in this important transportation project.

Sincerely,

ANTHONY CURZI

Regional Planning Assistant II

Impact Analysis

Los Angeles County Department Of Regional Planning

320 West Temple Street, Los Angeles, CA 90012

(213) 974-6461

P Please consider the environment before printing this email



DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE conservation.ca.gov

April 8, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Notice of Preparation for Westside Subway Extension –
SCH# 2009031083

Dear Mr. Mieger:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Notice of Preparation for Westside Subway Extension. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project is located within the administrative boundaries of the Beverly Hills, Las Cienegas, South Salt Lake oil fields and Los Angeles County. There are numerous plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps 117, 118, 122, W1-5 and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Mr. David Mieger, AICP, Project Director and Deputy Executive Officer

April 8, 2009

Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento



Expo

**Exposition Metro Line
Construction Authority**

707 Wilshire Boulevard
34th Floor
Los Angeles, CA 90017

213.243.5500
BuildExpo.org

April 10, 2009

File Code: CA112
EXPO2-00182

Mr. Ray Tellis
Federal Transit Administration
Los Angeles Metropolitan Office
888 S. Figueroa, Suite 1850
Los Angeles, CA 90017

Reference: **Invitation to Participate in the Environmental Review Process for the Westside Extension Project**

Dear Mr. Tellis:

The Exposition Metro Line Construction Authority appreciates the written invitation dated March 24, 2009, to become involved as a participating agency in the Environmental Review Process for the Westside Extension.

Ms. Monica Born, Project Director for Phase 2, will be attending the Interagency Scoping meeting on April 13, 2009. Please include Ms. Born in all correspondence related to this Environmental Impact Statement/Report. Mail to:

Monica Born
Project Director, Phase 2
Exposition Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017.

Please send timely notices of any scheduled public meetings or public hearings by the Agency, at least 10 days prior to the meeting.

If you have any questions, please contact Monica Born at (213) 243-5527 or by email at mborn@exporail.net.

Sincerely,

Richard D. Thorpe, P.E.
Chief Executive Officer

RDT/

Cc: M. Born
S. Bricker
J. Sandberg
Document Control

Sirisut, Dianne

From: Martin, Roger
Sent: Monday, April 13, 2009 3:21 PM
To: Sirisut, Dianne
Subject: FW: Environmental review process for the Westside Extension Project

Fyi.

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Monday, April 13, 2009 3:19 PM
To: Martin, Roger
Subject: Fw: Environmental review process for the Westside Extension Project

From: Currey, Palmer <Palmer.Currey@dgs.ca.gov>
To: Tellis, Ray <[FHWA](mailto:Ray.Tellis@dot.gov)>
Sent: Mon Apr 13 18:16:33 2009
Subject: Environmental review process for the Westside Extension Project
Ray,

As a State representative of the Department of General Services and the Regional Portfolio Manager for the LA region, I would like to be kept abreast of the developments concerning the referenced project.

Pat Currey, Senior Real Estate Officer
Department of General Services
Asset Management Branch
707 Third Street, 6th Floor, MS 101
West Sacramento, CA 95605
Phone: 916-376-1791 | Fax: 916-376-1833

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, May 12, 2009 3:18 PM
To: Sirisut, Dianne
Subject: FW: Delegate for ERP for Westside Extension Project
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

Can you show Big Blue Bus as a participating agency.....

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, April 14, 2009 5:00 PM
To: Martin, Roger
Subject: FW: Delegate for ERP for Westside Extension Project

From: Jacoline Ward [mailto:Jacoline.Ward@SMGOV.NET] **On Behalf Of** Stephanie Negriff
Sent: Tuesday, April 14, 2009 3:29 PM
To: Tellis, Ray <FHWA>
Subject: Delegate for ERP for Westside Extension Project

We will continue to send Paul Casey, Big Blue Bus Senior Transit Programs Analyst, as our delegate to participate in the Environmental Review Process for the Westside Extension Project.



United States Department of the Interior

U. S. GEOLOGICAL SURVEY

Reston, VA 20192

In Reply Refer To:
Mail Stop 423

APR 15 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Invitation to Participate in the Environmental Review Process for the Westside Extension Project, Los Angeles County, CA

Dear Mr. Snoble:

This is in response to your letter dated March 24, 2009 to Willie Taylor, Director of the Department of Interior (DOI) Office of Environmental Policy and Compliance, requesting that DOI serve as a participating agency on the subject environmental review process and environmental impact statement. Your request was referred to individual DOI bureaus for response.

The U.S. Geological Survey (USGS) has no jurisdiction or authority with respect to the subject project. Furthermore, it is the policy of the USGS to decline requests to be an official participating agency in the environmental review process of another agency except where the proposed action may directly affect our facilities or the conduct of our work. However, the USGS as part of our mission will continue to provide science support to other agencies when our data and scientific expertise have relevance to their proposed actions undergoing environmental review. Such assistance could include attending or making presentations at scoping and technical meetings, and conducting special studies and data collection projects.

If you have any questions concerning our decision, you can contact me at (703) 648-4423. For information concerning the natural resources of the project area, contact Eric Reichard, Acting Director of the USGS California Water Science Center in Sacramento, at (916) 225-6134.

Sincerely,

James F. Devine
Senior Advisor for Science Applications

Sirisut, Dianne

From: Martin, Roger
Sent: Wednesday, April 15, 2009 7:20 PM
To: Sirisut, Dianne
Subject: FW: Westside Subway Extension Project participating agency

Fyi...

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Wednesday, April 15, 2009 6:28 PM
To: Martin, Roger
Subject: Fw: Westside Subway Extension Project participating agency

From: Lantz, Steve <LantzS@scrра.net>
To: Tellis, Ray <Ray.Tellis@FHWA.gov>
Sent: Wed Apr 15 11:57:53 2009
Subject: Westside Subway Extension Project participating agency
Stephen H. Lantz, Director, Communications and Development, will serve as Southern California Regional Rail Authority's participating agency delegate for the environmental review process related to the proposed Metro Westside Subway Extension Project.

Sirisut, Dianne

From: Martin, Roger
Sent: Wednesday, April 22, 2009 2:18 PM
To: 'Kristine Grillo'
Cc: Clarissa Filgioun; Sirisut, Dianne
Subject: RE: I have a question/comment about the Westside Extension Transit Corridor Study
Follow Up Flag: Follow up
Flag Status: Red

Hi Kristine,

Thank you for sending, and we'll consider this a formal agency scoping comment.

Roger

Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

From: Kristine Grillo [mailto:Kristine@TheRobertGroup.com]
Sent: Wednesday, April 22, 2009 1:13 PM
To: Martin, Roger
Cc: Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

Roger -- below is the comment that came in from the LA County Fire Department. We aren't sure if this is a formal agency scoping comment and wanted to get your opinion.

Thanks and see you this evening.

Kristine

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Monday, April 20, 2009 11:34 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumeda@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumeda@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063
Date: Monday, April 20, 2009
Time: 11:33:55 AM

comments:

I would like to comment on the alternatives on behalf of the Los Angeles County Fire Department. Based on the two light-rail alternatives left for consideration, we prefer the Wilshire subway over the Wilshire/Santa Monica alternatives. This is based solely on how the construction phase of the Wilshire/Santa Monica subway will affect the routing and response time for the Fire Stations 7 and 8, which operate in the City of West Hollywood. Concerns include the availability of water provided by the hydrants. If construction cuts off water, another hydrant will need to be installed to ensure availability of water at all times. Also, during construction, there will be a need for emergency vehicles to enter the far side of the street so response times will not suffer. Finally, rail transit will result in 100 to 200 people congregating at stations and near the general vicinity. Inevitably, this increase of commuter services, in general, will cause an increase in emergency incidences, affecting all nearby fire stations.

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, April 21, 2009 8:40 AM
To: Sirisut, Dianne
Subject: FW: MTA Westside Extension Project Representative

Fyi.

From: Ray.Tellis@dot.gov [mailto:Ray.Tellis@dot.gov]
Sent: Tuesday, April 21, 2009 8:11 AM
To: Martin, Roger
Subject: Fw: MTA Westside Extension Project Representative

From: Jones, Karen <KJones@fire.lacounty.gov>
To: Tellis, Ray <FHWA>
Cc: Enriquez, Jim <JEnrique@fire.lacounty.gov>; Todd, John <JTodd@fire.lacounty.gov>; Espiritu, Marcos <MEEspiri@fire.lacounty.gov>; Nelson, Mark <MNelson@fire.lacounty.gov>; McElwain, Pat <PMcElwai@fire.lacounty.gov>; Jara, Irma <IJara@fire.lacounty.gov>; Camarena, Jennifer <JCamarena@fire.lacounty.gov>; Rodriguez, Madeline <Mrodrigu@fire.lacounty.gov>
Sent: Tue Apr 21 11:03:55 2009
Subject: MTA Westside Extension Project Representative
Good Morning, the following are representatives for the MTA Westside Extension Project from the County of Los Angeles Fire Department:

Battalion Chief Jim Enriquez, East Region Fire Prevention Units – (626) 369-0895

Captain Marcos Espiritu, County Facilities/High Rise Unit – (323) 724-3188 (Alternate)

Please call me if you have any questions.

*Karen Jones, Mgmt. Sec. III
Los Angeles County Fire Department
Prevention Bureau
(323) 881-2461
(323) 260-5088-Fax
kjones@fire.lacounty.gov*

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1149 S. BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

April 27, 2009

Mr. David Mieger, AICP, Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

ENVIRONMENTAL REVIEW PROCESS FOR THE WESTSIDE EXTENSION PROJECT

Dear Mr. Mieger:

Thank you for this opportunity to participate and comment on the environmental review process for the Westside Extension Project. Please include the City of Los Angeles, Bureau of Engineering (BOE) in communications related to future phases of the study and development of the Environmental Impact Report (EIR) / Environmental Impact Statement (EIS).

The proposed Westside Extension Project covers several Council Districts (CD Nos. 4, 5, 11 & 13) in the City of Los Angeles. For an updated list of known projects from BOE within the Westside Extension Project limits, please visit http://eng.lacity.org/iuprs/by_cncl_dist.cfm. These projects are in different stages (i.e. planning, pre-design, design, bid & award, construction, post construction, etc.). Please contact the corresponding project manager for more details and to avoid any potential conflicts.

Designs within the City of Los Angeles right-of-way shall comply with BOE Standard Plans, Design Manuals, Special Provisions, dedication requirements, etc. A copy of all pertinent documents can be obtained from the Bureau of Engineering's web site at <http://eng.lacity.org/index.cfm>. Please note that these documents correspond to BOE requirements only. Other City offices may have additional requirements. If you have any questions, please contact Curtis Tran at (213) 485-4505.

Sincerely,

Michael Brown, Division Manager

Street Improvement and Stormwater Division

Cc: Gary Lee Moore, City Engineer, BOE
Rita L. Robinson, General Manager, LADOT
Susan Bok, Transportation Planner, LADOT

Cecilia V. Estolano, CEO, CRA/LA
S. Gail Goldberg, Director, LADCP

MPB/SJC/CT/DK
U:\Streets\MTA\Westside Extension Project\Early Comments 04-27-2009.doc





April 29, 2009

Mr. David Mieger, AICP
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles CA 90012

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Keith Hanks, Azusa
Transportation
Mike Ten, South Pasadena

Re: Invitation to participate in the Environmental Review Process for the Westside Extension Project

Dear Mr. Mieger,

We are pleased to accept your invitation to join the environmental review process for the Westside Extension Project. As the region's federally designated Metropolitan Planning Organization, we know that cooperation and coordination are the backbone of good transportation planning, and we are happy to be involved in this process. We look forward to collaborating with Metro and other stakeholders as an EIR participant.

Additionally, we are excited by the Westside Extension Project's promise to improve regional mobility and increase efficiency in Metro's rail operations. As a service that operates in what is currently one of the busiest bus corridors in the region, we believe that the Westside Extension will provide increased mobility and opportunity to the residents of Southern California.

All correspondence regarding this process should be directed to Matt Gleason:

Attn: Matt Gleason
Regional Transit Planner
Southern California Association Of Governments
818 7th Street, 12th floor
Los Angeles, CA 90017

Sincerely,

A handwritten signature in black ink, appearing to read "Naresh Amatya".

Naresh Amatya
Manager, Transportation Planning

NA:mg

UNIVERSITY OF CALIFORNIA, LOS ANGELES

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LOS ANGELES, CALIFORNIA 90095-1360
WWW.TRANSPORTATION.UCLA.EDU

April 30, 2009

Mr. David Mieger
Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012-2952

RE: WESTSIDE SUBWAY EXTENSION SCOPING

Dear Mr. Mieger:

The University of California, Los Angeles (UCLA) is pleased to participate in the public comment process regarding the scoping study for the Westside Subway Extension.

UCLA employs upwards of 30,000, and student enrollment exceeds 38,000. Westwood/UCLA has an employment density second only to downtown Los Angeles. Notably, many of these people commute daily to and from campus from all over Los Angeles County. Not only will a Westwood/UCLA stop on the Westside Subway provide vital commute options to the many UCLA employees and students who live elsewhere in Los Angeles County, but, since UCLA's mission of teaching, research and public service extends beyond our boundaries to the communities and city around us, it will also serve the hundreds of thousands of Southern California residents who visit the UCLA campus each year for medical care, cultural activities, and other events held on campus. UCLA draws people from throughout Southern California, and the Westside, as a whole, has become an employment rich area attracting several hundred thousand commuters each day from areas throughout the region. The Westwood station is projected to have the largest number of boardings and alightings of any station on the Westside Subway line, and would be behind only Union Station and the 7th Street station for passenger volume throughout the system.

It is imperative that the Westside Subway project be planned for and built in such a way not only to enable the University to continue to excel in its teaching, research and public service mission in the future, but also to maximize the benefit to the entire Los Angeles region, which will be served by providing a subway alternative to the freeway and other roadway miles traveled by the thousands of employees, students and visitors who come to UCLA and the Westside from other areas. Since project route and phasing have not been solidified, we take this opportunity to urge the Board to adopt a route which includes a Westwood/UCLA stop in the first phase of the Westside Subway Extension project. Including a Westwood/UCLA stop in the first phase will bring benefits to the largest number of potential passengers at the earliest opportunity. It will not only directly benefit UCLA, but will benefit the entire Los Angeles region due to the large geographic area from which the campus draws for employment, students, patients and visitors.

Sincerely,

A handwritten signature in black ink that reads "Renee A. Fortier".

Renee A. Fortier, Director
UCLA Transportation

cc: Metro Board of Directors:

Antonio R. Villaraigosa, Chair
Mayor, City of Los Angeles

Don Knabe, First Vice Chair
Los Angeles County Supervisor, Fourth Supervisorial District

Ara Najarian, Second Vice Chair
Mayor, City of Glendale

Michael D. Antonovich, Los Angeles County Supervisor, Fifth Supervisorial District

Diane DuBois, City Council Member, Lakewood

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Jose Huizar, City Council Member, Los Angeles

Richard Katz, City of Los Angeles Mayor Appointee

Gloria Molina, Los Angeles County Supervisor, First Supervisorial District

Pam O'Connor, City Council Member, Santa Monica

Mark Ridley-Thomas, Los Angeles County Supervisor, Second Supervisorial District

Rita Robinson, City of Los Angeles Mayor Appointee

Zev Yaroslavsky, Los Angeles County Supervisor, Third Supervisorial District

Doug Failing, Non-voting member, State of California Governor Appointee

Gene Block, Chancellor
UCLA

E. Felicia Brannon, Executive Director
UCLA Government & Community Relations

David Karwaski, Manager
UCLA Transportation Planning & Policy

Arthur T. Leahy, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Sam J. Morabito, Administrative Vice Chancellor
UCLA

Jack J. Powazek, Associate Vice Chancellor
UCLA General Services



GSA Pacific Rim Region

May 1, 2009

Mr. Roger Snoble
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Mr. Ray Tellis
FTA Los Angeles Metropolitan Office
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: Invitation to be a Participating Agency
Westside Subway Extension Project

Dear Mr. Snoble and Mr. Tellis:

Thank you for your March 24, 2009, letter inviting GSA to participate in the Environmental Review Process for the Westside Subway Extension Project. GSA accepts your invitation to be involved in your review process as a participating agency. Please contact Mr. Abdee Gharavi, Director, Portfolio Management Division at (415) 522-3085 on future communications.

Sincerely,

A handwritten signature in black ink that reads "Daniel B. Voll".

Mary M. Filippini
Acting Regional Commissioner
Public Buildings Service

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-9016
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May 5, 2009

Mr. Roger Snoble
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Westside Extension Project

Dear Mr. Snoble:

In response to your invitation to participate in the Environmental Review Process on the Westside Extension Project, our office is currently working on and reviewing the material on the referenced project. We accept your invitation to participate as a cooperating agency and look forward to working with you on this project. Once we have completed our review, we should discuss possible CEQA and NEPA issues at our next opportunity.

We are looking forward to coordinating our future actions with you and trust that you will continue to inform our office of any future meetings.

If you have any questions, please feel free to contact me or Brian Manor at 213-897-0704.

Sincerely,

A handwritten signature in black ink.

Garrett Damrath
Senior Environmental Planner
Division of Environmental Planning
Caltrans-District 7

Received 5/7/09

From: Minh-Ha Nguyen [mailto:MNguyen@css.lacounty.gov]

Sent: Friday, May 01, 2009 9:54 AM

To: Leahy, Arthur

Cc: Roybal, Dolores

Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director
Aging & Adult Services Branch
Community & Senior Services
3333 Wilshire Boulevard, Suite 400
Los Angeles, CA 90010

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
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www.planning.lacity.org

May 7, 2009

Mr. David Mieger, AICP, Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

**RE: SCOPING COMMENTS FOR THE METRO WESTSIDE SUBWAY EXTENSION
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT
REPORT (DRAFT EIS/EIR)**

Dear Mr. Mieger,

Thank you for the opportunity to comment on the scope of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The Department of City Planning supports Metro's efforts to improve transit access and mobility in this highly urbanized corridor through the expansion of the existing heavy rail subway system through the central and western portions of the City of Los Angeles.

The Alternatives Analysis identified two build alternatives for further study in the environmental phase of the project: a Wilshire subway extension (Alternative 1) and a Wilshire/West Hollywood subway extension (Alternative 11). The Department of City Planning supports the construction of Alternative 11, a Wilshire/West Hollywood combined subway that will maximize transit connectivity in the region, provided that the project phasing prioritizes subway service west on Wilshire Boulevard from the present terminus of the Purple Line at Wilshire Boulevard and Western Avenue to reach Century City and Westwood. The highest priority goal for the extension of the subway system through the study area should be to improve regional access to these large employment centers where a high density mix of transit-supportive land uses already exists and the ability to expand other mobility options is limited.

We are also very interested in collaborating on the refinement of station locations and ensuring that transit-supportive land use policies work to enhance the overall viability of the project. In general, we request that the following issues be evaluated in your environmental analysis:

- Station location, design, and access issues, including consideration of multiple portal locations for each station (especially transfer stations), and the provision of transit amenities such as bicycle storage and automobile parking;
- Pedestrian accessibility and circulation in the vicinity of station sites, with particular emphasis on the following:
 - Ensuring connectivity between each station and the surrounding neighborhood;
 - Providing wayfinding signage to facilitate access to key destinations;
 - Incorporating pedestrian amenities such as bus shelters, awnings or overhangs, and adequate lighting; and
 - Creating an identity and sense of place at each station by incorporating urban design best practices;
- Linkages to the multimodal transit network, including improvements to allow passengers to easily transfer in order to reach key destinations and employment centers;
- North-south connectivity throughout the corridor, with particular emphasis on linkages to the Exposition Light Rail corridor project to the south;
- Approaches to system and station design that maximize potential reductions in vehicle miles traveled (VMT) and greenhouse gas emissions;
- Joint development opportunity sites;
- Impacts to historic structures; and
- Impacts of various phasing alternatives, including allowing for an extension to Westwood in the earliest phasing possible, as well as allowing for future phasing of segments to be adjusted over time.

Development in the City of Los Angeles is guided by a General Plan Framework that provides the overarching vision to accommodate the future growth of the city. The Framework Element directs the placement of new development in proximity to transit stations and corridors, and along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards. The context of the built environment should be carefully considered in the placement and design of each new subway station and portal, and the City's existing land use plans and policies offer insight into the unique character of the communities that will be served by the project. The project's potential station locations in and proximate to the City of Los Angeles are discussed below in greater detail:

- **Wilshire/Crenshaw**

Although labeled as "optional," the Department of City Planning supports the continued evaluation of a possible neighborhood station at this location. In addition to the very long distance between the existing Western Avenue terminus and the next proposed stop at La Brea Avenue, the mix of commercial and multi-family residential development along the Wilshire and Crenshaw corridors in this vicinity supports additional transit access. The City's Park Mile Specific Plan in this area channels development along the Wilshire Boulevard corridor within defined parameters that are intended to preserve compatibility with the adjacent neighborhoods while facilitating the orderly development of more intense commercial and residential uses on these key corridors. Commercial land uses along Wilshire Boulevard provide substantial employment that can support new rail transit service, even though they do not constitute a regional job center. In addition to the Park Mile Specific Plan, a number of Historic Preservation Overlay Zones (HPOZs) have been enacted in the adjacent neighborhoods that are intended to preserve the park-like

character of the area. The neighborhoods of Windsor Square and Wilshire Park, to the north and southeast of the station area, are existing low-density residential areas where historic structures are protected through additional review of exterior changes by city staff and volunteer community boards. The Windsor Village neighborhood, to the southwest, contains a mix of medium and low-density residential uses and is currently under study for historic designation.

- **Wilshire/La Brea and Wilshire/Fairfax**

These two station locations anchor the east and west ends of the Miracle Mile, an intensely developed regional employment center that also contains a number of visitor-oriented uses such as the Los Angeles County Museum of Art (LACMA) and the Page Museum at the La Brea Tar Pits. The mix of regional commercial and medium to high-density residential land uses in the area is conducive to heavy rail transit service and the district would benefit greatly from improved transit access due to its lack of proximity to the regional freeway system. A number of redevelopment opportunity sites exist in the vicinity, which could further enhance the viability of new rail service. Development in the Miracle Mile District is regulated by a Community Design Overlay (CDO) that requires staff-level design review to ensure that the historic context of Art Deco and Moderne-style architecture in the area is retained and enhanced, and particular attention should be paid to any potential impacts to historic structures near these station areas (e.g., the May Co. building at the corner of Wilshire and Fairfax). The Wilshire Community Plan designates this stretch of Wilshire Boulevard as a Scenic Highway. The community plan also prohibits any future widening of the roadway between Hoover Street on the east and the boundary with the City of Beverly Hills on the west.

- **Century City**

Century City is one of the primary employment centers in Southern California and a major regional shopping and entertainment destination. As such, its designation as a Regional Center in the City's Framework Elements reinforces a land use pattern which supports heavy rail transit service. A station in Century City would offer more than 50,000 employees an alternative to driving to work. In particular, a rail connection between Downtown Los Angeles and Century City, which was originally designed as a "second downtown," would likely serve to strengthen the City's economic base, reduce auto-dependency for commuters, and promote the location of future jobs, housing, and services in these core areas. The Century City North Specific Plan regulates a mix of high-intensity commercial and residential uses in the vicinity of the station area that is highly supportive of heavy rail transit service. Recent proposed and approved developments will add high density housing into the heart of Century City, which will further enhance ridership at this station stop. In addition, the City has developed the Greening of Century City Pedestrian Connectivity Plan, which focuses on improving the pedestrian realm to create a more walkable and sustainable environment in the area. Anticipating future transit investments and in order to improve connectivity, the Department of City Planning has required recent development along Avenue of the Stars to provide subterranean access points to any future Metro subway station as a condition of approval. A Century City station would ideally be situated near the heart of high density commercial land uses in the area, in order to maximize access to the vast number of jobs in the vicinity.

- **Westwood/UCLA**

The University of California, Los Angeles (UCLA) and adjacent Westwood Village are major regional employment centers and destinations within the City of Los Angeles that would make this a key station location on the Westside Subway Extension project. In addition, the concentration of high intensity commercial office uses and dense residential towers along Wilshire near Westwood Boulevard provides crucial land use support for new rail service. A station location closer to Wilshire Boulevard will better connect with these existing uses, while careful consideration should be given to providing adequate circulation to the various housing, academic, and job sites spread throughout the university campus to the north. The Los Angeles National Cemetery, located between Westwood Village and the 405 Freeway, also poses significant challenges for routing the alignment through to reach areas west of Veteran Avenue. For this reason, the rail corridor should stay near Wilshire Boulevard as it passes through this area to maximize opportunities to connect with communities west of the 405 Freeway.

- **Wilshire/Bundy or Wilshire/Barrington**

Although the project scoping packet indicates Wilshire/Bundy as a potential station location, the Department of City Planning recommends that Metro consider Wilshire and Barrington Avenue as a superior alternative site. The section of Wilshire Boulevard east of Bundy to Barrington is designated as a Mixed Use Boulevard by the City of Los Angeles, and the eastern segment has more intensive land uses and zoning that will support heavy rail transit. The segment of Wilshire to the west of Bundy has no such designation. Moreover, a Wilshire/Barrington station would be within walking distance to San Vicente Boulevard, which is designated as a Community Center and serves as a popular Westside destination. Wilshire/Barrington also offers a greater array of development opportunity sites to further enhance a future station at this location.

Throughout the project corridor, but particularly in the vicinity of this station, the issue of north-south connectivity should be addressed in detail. The 405 Freeway corridor is one of the most congested in Southern California and consideration should be given to a future potential transitway connection in this area. Additionally, connectivity with the Exposition Light Rail corridor project to the south should be studied and planned to maximize regional mobility.

- **Hollywood/HIGHLAND**

The existing Metro Red Line station at Hollywood Boulevard and Highland Avenue is situated in a city-designated Regional Center for jobs and housing and connects with major tourist destinations that draw people to the Metro Rail system from across the region. With only one existing station portal on the northwest corner of this busy intersection, this station should be assessed for potential pedestrian circulation impacts brought by significant new ridership. The City Planning Department would like to coordinate future development with improved pedestrian access from the south side of Hollywood Boulevard as well as the east side of Highland Avenue into an expanded subway station. The City Planning Department would also encourage Metro to study the feasibility of extending this line north under Highland Avenue, past the existing Hollywood/ Highland station, with a new part-time station at the entrance to the Hollywood Bowl. This new extension north would allow for the future potential to re-connect with the existing subway tunnel leading to Universal City and North Hollywood

in the San Fernando Valley. Although a more costly addition to the project, this would facilitate a one-seat ride for passengers from the San Fernando Valley to major job centers located on the City's Westside, and vice-versa, potentially expanding ridership numbers significantly, and creating a seamless rail linkage between key subareas of the City of Los Angeles.

- **Santa Monica/La Cienega and Santa Monica/La Brea**

Although geographically situated within the City of West Hollywood, these two potential station sites are both within one-half block of residential, commercial, and industrial land uses in the City of Los Angeles and thus are important to consider in the context of our land use planning as well. Both station locations would serve significant existing populations within the adjacent areas of the City of Los Angeles, with the Hollywood Media District lying directly to the east of the Santa Monica/La Brea station site. The Hollywood Media District has a concentration of production-related jobs, characterized by industrial and commercial uses to the east and south, as well as a mix of medium density residential uses to the north. Both station sites are proximate to City of Los Angeles' Hollywood Community Plan, which is currently under development. The proposed plan includes various mixed-use development incentive areas along Santa Monica Boulevard, La Brea Avenue, and La Cienega Boulevard, in addition to streetscape enhancements along La Brea Avenue to complement streetscape proposals by the City of West Hollywood.

- **Beverly Center Area**

Alternative 11 (Wilshire/West Hollywood Subway) provides the opportunity to link with yet another designated Regional Center within the City of Los Angeles, near the 8-story Beverly Center shopping mall and adjacent Cedar Sinai Medical Center in the Mid City West community. These two facilities are major destinations and employment centers, surrounded by commercial corridors on all sides and bordered by both medium and high medium density residential neighborhoods. Additionally, this center is located in an area with very limited regional access and would both support and benefit from improved rail transit connectivity. Due to the proximity of lower density residential uses north of Beverly Boulevard and a concentration of higher intensity uses to the south, a station located near the triangle formed by San Vicente Boulevard, La Cienega Boulevard, and 3rd Street would be ideal for consideration. The City Planning Department would also like to have Metro explore the feasibility of connecting the Beverly Center Area station directly with either the Wilshire/La Cienega or Wilshire/Fairfax stations, potentially via an additional set of tracks up San Vicente Boulevard from Wilshire to La Cienega. This would eliminate a more circuitous route for passengers coming to or from major station areas in the Miracle Mile, Wilshire Center/Koreatown, or Downtown Los Angeles areas, who will otherwise be required to transfer farther west at a station near Wilshire and Beverly Drive in Beverly Hills.

The Metro Westside Subway Extension is the type of major transit investment that has the potential to transform the City and the way we connect together our diverse communities, which are spread over a large geographic area. The project will also go a long way toward achieving mobility and sustainability goals for the region, providing key linkages between regional centers of employment and housing, and facilitating reduced dependence on the automobile. There are also a number of potential opportunity sites where development can help to integrate this new

transportation system into our existing neighborhoods and districts. We look forward to working with you in the future and thank you for the opportunity to collaborate on such an important endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Gail Goldberg".

S. GAIL GOLDBERG, AICP
Director of Planning

CITY OF LOS ANGELES

CALIFORNIA

RITA ROBINSON
GENERAL MANAGER



DEPARTMENT OF
TRANSPORTATION

100 S. Main Street, 10th Floor
LOS ANGELES, CA 90012
213-972-8470
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<http://www.lacity.org/ladot/>

ANTONIO VILLARAIGOSA
MAYOR

May 7, 2009

David Mieger, AICP, Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: SCOPING COMMENTS FOR WESTSIDE EXTENSION PROJECT EIR/EIS

Dear Mr. Mieger,

Thank you for this opportunity to comment on the scope of the Westside Extension Project EIR/EIS. We look forward to continuing working with you on this major transit corridor project.

The two build alternatives for the project consist of subway extensions of the Metro Purple Line along Wilshire Boulevard and Santa Monica Boulevard. For the traffic impact analysis, we recommend using CMA methodology for analyzing impacts around stations. LADOT's thresholds of significance criteria should be used in this analysis.

In addition to the 124 intersections proposed by you at our meeting of April 23, 2009, we would like to see the following 23 intersections added to the traffic study area:

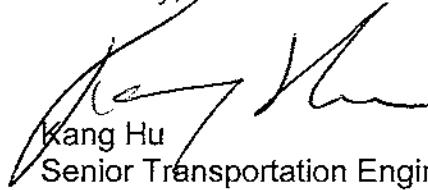
1. Crenshaw Boulevard/Olympic Boulevard
2. La Brea Avenue/Third Street
3. La Brea Avenue/Beverly Boulevard
4. La Brea Avenue/Melrose Avenue
5. Fairfax Avenue/Melrose Avenue
6. Fairfax Avenue/Beverly Boulevard
7. Fairfax Avenue/Third Street
8. Fairfax Avenue/Sunset Boulevard
9. Fairfax Avenue/Pico Boulevard
10. La Cienega Boulevard/Pico Boulevard
11. Robertson Boulevard/Olympic Boulevard
12. Hilgard Avenue/Sunset Boulevard
13. Veteran Avenue/Sunset Boulevard
14. Westwood Boulevard/Santa Monica Boulevard
15. Barrington Avenue/Wilshire Boulevard
16. Barrington Avenue/Olympic Boulevard
17. Bundy Drive/San Vicente Boulevard

18. Bundy Drive/Olympic Boulevard
19. Bundy Drive/Pico Boulevard
20. Sepulveda Boulevard/Olympic Boulevard
21. Sepulveda Boulevard/Pico Boulevard
22. Westwood Boulevard/Olympic Boulevard
23. Westwood Boulevard/Pico Boulevard

Also, please see our previous scoping comments for the project's Alternatives Analysis (attached.)

Please contact Susan Bok of my staff at 213-972-8623 with any questions.

Sincerely,



Kang Hu
Senior Transportation Engineer

Att: 1

c: Rita Robinson, LADOT
Haripal Vir, LADOT
Jay Kim, LADOT
Gary Lee Moore, BOE
Michael Brown, BOE
Cecilia V. Estolano, CRA
Gail Goldberg, City Planning Dept.



Roderick J. Wood, City Manager

Mr. David Mieger, AICP
Project Director and DEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

IMAGED

May 6, 2009

MAY 18 2009

RE: Westside Subway Extension Draft EIS/EIR

RECORDS MANAGEMENT CENTER

Dear Mr. Mieger:

Thank you for the opportunity to comment early in the scoping process of the Westside Subway Extension Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). The City of Beverly Hills will actively participate in the Draft EIS/EIR process as the two subway alternatives identified as part of the Alternatives Analysis approved by the Los Angeles County Metropolitan Transportation Authority (Metro Board) in January 2009, would travel through and have stations within the City of Beverly Hills as follows:

1. Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway: This alternative alignment would extend under Wilshire Boulevard within the City of Beverly Hills with stations at La Cienega Boulevard and Beverly Drive. The City's citizen based Mass Transit Committee unanimously recommended this alignment including station locations in January 2007. The City of Beverly Hills City Council received the Committees' recommendations but has not taken a formal position pending the information from the EIR.
2. Wilshire/Santa Monica Boulevard Combined (HRT) Subway: This alternative would extend from the Hollywood/Highland station and connect to a station at La Cienega and Wilshire Boulevards as identified in Alternative #1. The City needs more information to assess this alternative.

Considering the density along the Wilshire Boulevard commercial corridor and the amount of commuter traffic throughout the day, the City would like to officially document the following concerns and issues to be addressed during the Draft EIS/EIR process:

3. Interface issue(s) associated with the possible connection of the Wilshire/Santa Monica Combined HRT with the Wilshire HRT at the Wilshire/La Cienega Boulevard station sit at a separate time frame:
 - a. What will the construction impacts be at and surrounding the La Cienega/Wilshire Boulevard station?

- b. How will the station initially be designed to accommodate transfers?
- c. How will the tracks connect?
- d. How will the station and tracks be configured to address the wide radius required to accommodate the curve?
- e. Will there be "punch-out walls?"

4. Location of the construction staging area of all construction equipment (both commercial and heavy equipment) and duration of use.
5. Size and location of construction entrance at stations for soil excavation and duration of use.
6. Construction haul routing for equipment, soil removal, materials and feasibility of transporting soil "through the tunnels" and excavate at a location that has less impact to neighboring businesses.
7. Design, layout, and entry/exit portals of the station sites and necessary easements with the commercial entities.
8. Whether parking is to be provided at the proposed stations.
9. Parking demand and trip generation associated with the proposed stations.
10. Effects of stations on other transit (e.g. transfers, routing, headway, etc.).
11. Safety and sustainability of above-ground infrastructure/buildings (the City's Mass Transit Committee recommendation included a preference that the route at the west end of Beverly Hills continue under Wilshire Boulevard and veer southwest under Santa Monica Boulevard to Century City rather than under commercial and residential properties).
12. Safety and sustainability of underground drilling throughout the corridor and potential noise and vibration impacts.
13. Time required for street closures during station construction.
14. Traffic control and routing during planning and construction phases of the project.
15. Employee parking and staging, both within the Beverly Hills city limits and in neighboring jurisdictions.
16. Defined pedestrian safety routes.
17. Travel and parking impacts to local commercial and restaurant businesses along the entire construction corridor.
18. Cut-through traffic impacting residential streets.
19. Changes in bus travel times and frequency on Wilshire Boulevard, and possible diversion of bus routes through collector or local streets during construction.

20. The Wilshire/Santa Monica Combined HRT alternative also includes a station location in the Cedars-Sinai/Beverly Center Area. The aforementioned construction issues associated with a station in this location will be of interest to Beverly Hills.
21. Any additional demands on City infrastructure, utility, and public service impacts.
22. While economic issues are ordinarily outside of the purview of EIRs and EISs, the City requests that the Metropolitan Transportation Authority consider the following:
 - a. Economic impacts during construction on City businesses and City tax receipts.
 - b. Decreased city revenue due to lost new development opportunities.
 - c. Long term economic benefits from operation.
 - d. Is there an expectation of increased development density around stations?

The City of Beverly Hills may provide further comments as Phase 1 of the planning and development of the Westside Subway Extension Draft EIS/EIR process proceeds.

Thank you.

Sincerely,



RODERICK J. WOOD
City Manager

Cc: David Gustavson, Director of Public Works & Transportation
Susan Heely Keane, Director of Community Development

BARRY A. SANDERS
President

LUIS A. SÁNCHEZ
Vice President

CANDY SPELLING
JOHNATHAN WILLIAMS

JON KIRK MUKRI
General Manager

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

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MICHAEL A. SHULL
Superintendent
Planning and Development

May 7, 2009

Los Angeles County Transportation Authority (LACMTA)
One Gateway Plaza, 99-22-5
Los Angeles, CA 90012

Attn: David Mieger, Project Director

Dear Mr. Mierger:

WESTSIDE SUBWAY EXTENSION PROJECT

Our Department looks forward to working with your agency on the Westside subway extension project. Partnerships which benefit the City of Los Angeles, our community and neighborhood park areas and recreation facilities, are welcome and much-needed, especially in this area of the City which is densely populated, and with a somewhat larger senior population. These demographics provide opportunities for linkages and co-location of destination points and facilities, as well as recreation programs for these populations and also for intergenerational and mentoring programs.

Our recently-completed Citywide Needs Assessment provides more detail on facilities and programs which the city and the Westside community would prefer, as well as the need for partnerships and collaborative efforts to serve the recreation and park needs of our west area neighborhoods. Should this transportation development provide opportunities for public use areas, we would be interested in any discussions to collaborate on these potential public spaces.

Further, it appears that your alignment may pass near facilities under the jurisdiction of this Department. This proximity may provide additional opportunities for residents and transit patrons to benefit from our facilities and programs. As noted above, we would be especially interested in discussing potential options for these sites, as well as minimizing any impacts to public use of these heavily-used areas.

Los Angeles County Transportation Authority (LACMTA)
May 7, 2009
Page 2

If you have any questions or comments relative to these comments, please feel free to contact Camille D. Walls, City Planner at (213) 202-2678 or Melinda Gejer, City Planning Associate at (213) 202-2656 of my staff.

Sincerely,

JON KIRK MUKRI
General Manager



MICHAEL A. SHULL
Superintendent

JKM/MAS/CDW:es

cc: Kevin Regan, Assistant General Manager (MS 656-1)
Sophia Pina-Cortez, West Region Superintendent (MS 673)
Lydia Ritzman, PR Recreation Supervisor II, West Region (MS 673)
Patrick Kennedy, PR Ground Maint Supv VII (MS 673)
Reading File

Sirisut, Dianne

From: Martin, Roger
Sent: Thursday, May 14, 2009 9:14 AM
To: Sirisut, Dianne
Subject: FW: Wilshire Subway Map
Attachments: Wilshire Subway Map - Draft.doc

Can you include this maps and the e-mail below as part of the agency comments. We are also working with PB and LAUSD.

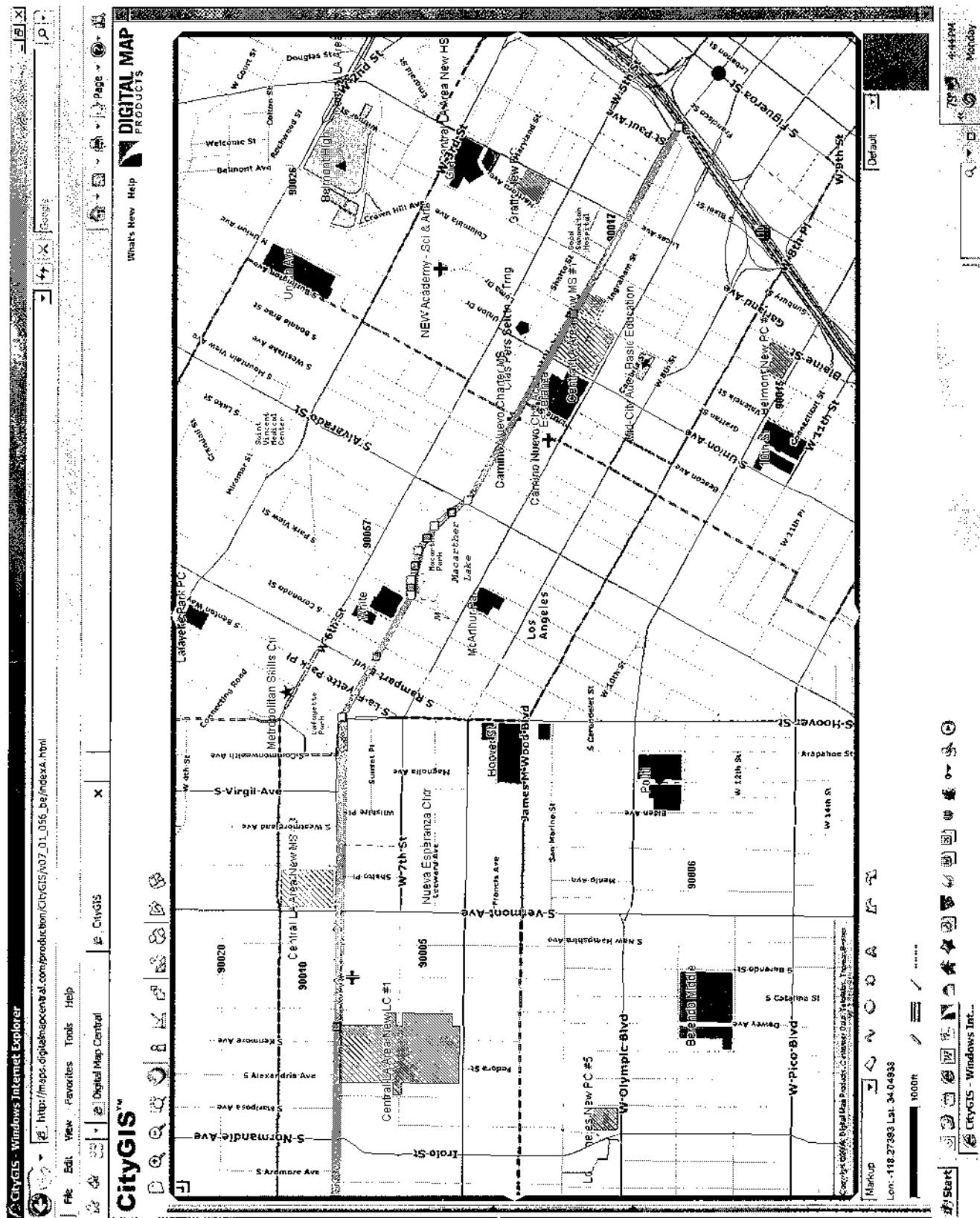
Roger L. Martin, AICP
Transportation Planning Manager
Westside Planning
Metro
One Gateway Plaza, Mailstop 99/22/5
Los Angeles, CA 90012
(213) 922-3069
martinr@metro.net

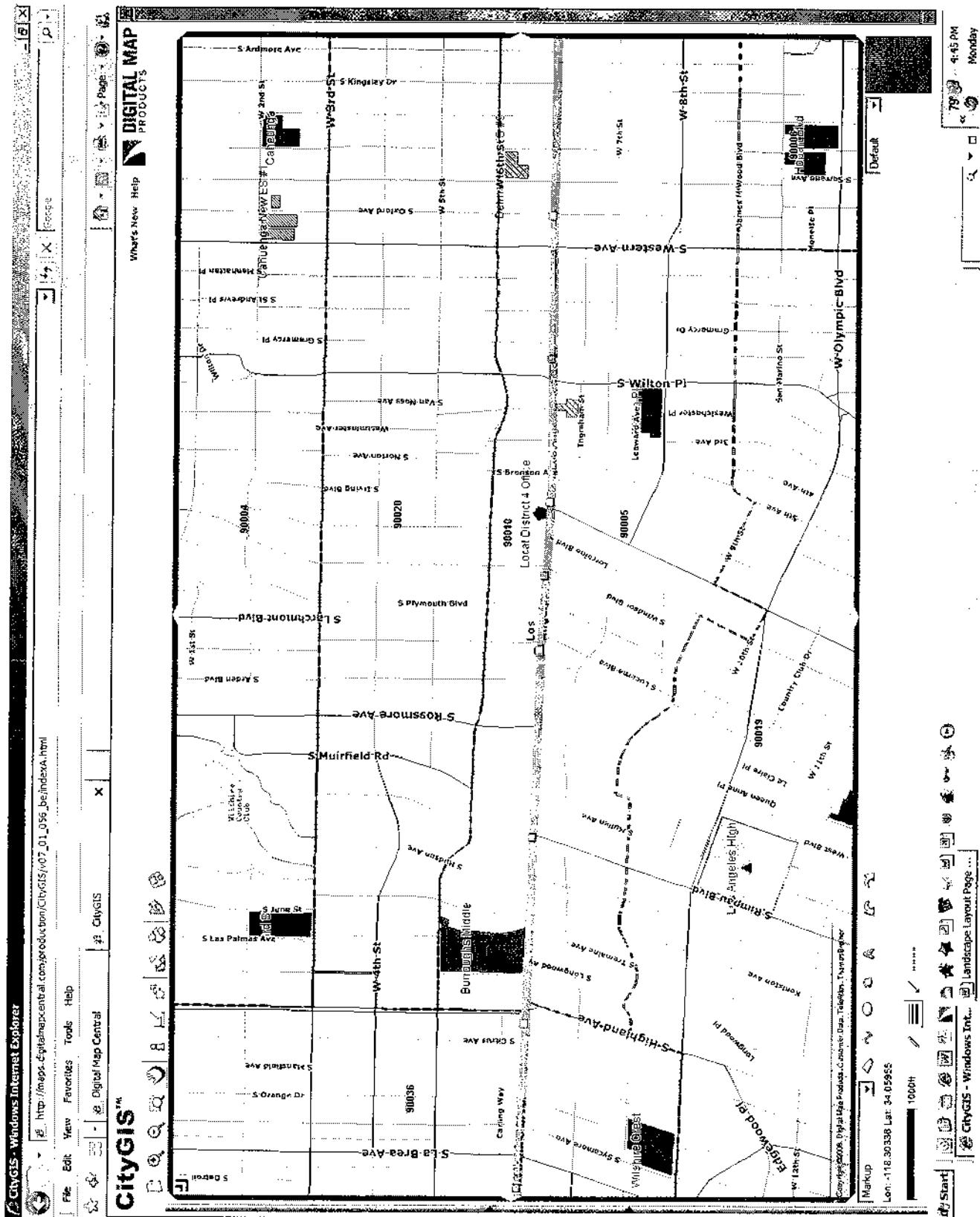
From: Striegler, Glenn [mailto:glenn.striegler@lausd.net]
Sent: Thursday, May 07, 2009 11:06 AM
To: Martin, Roger
Subject: Wilshire Subway Map

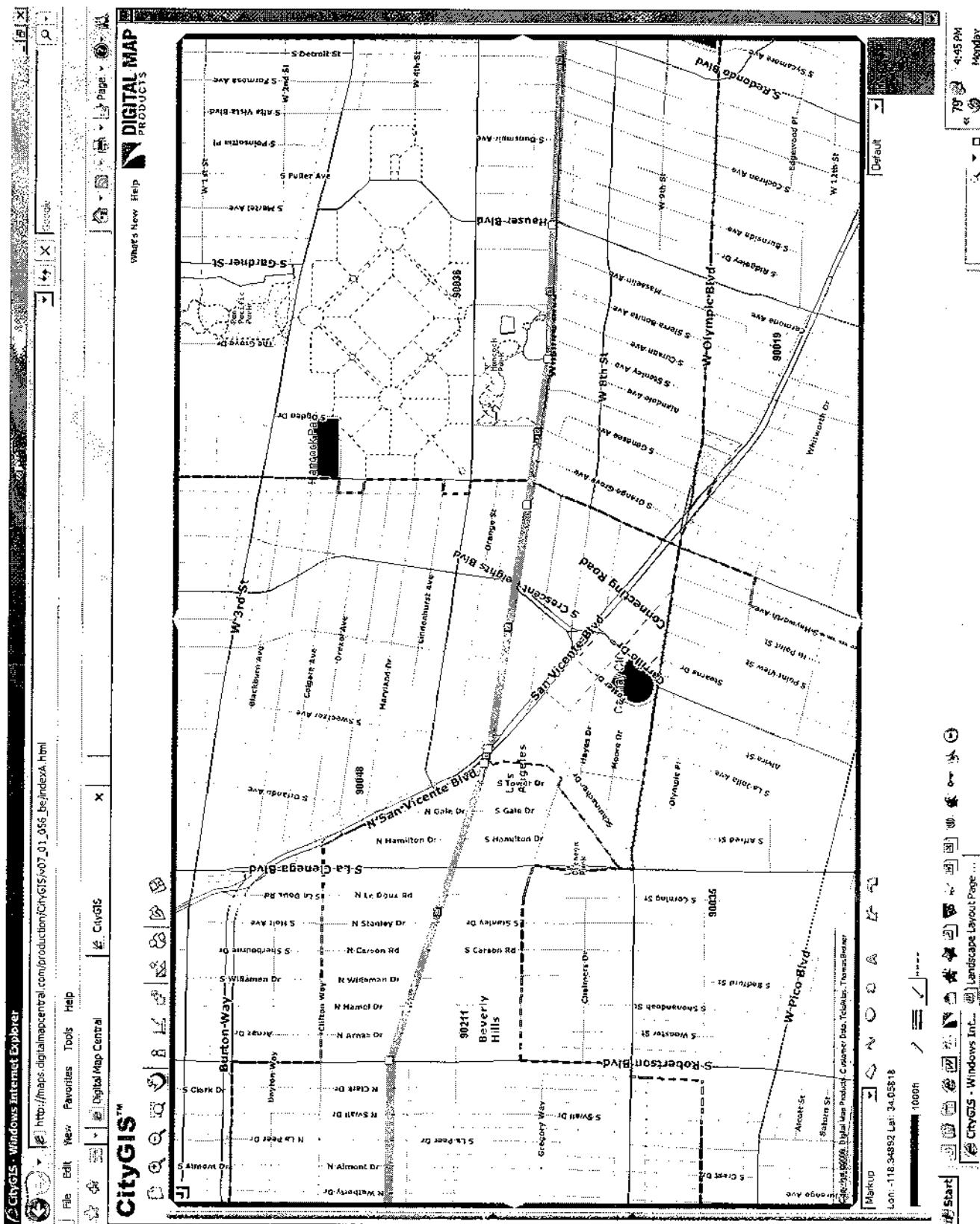
As we discussed earlier today, here is the map I initially prepared for the Wilshire Subway project. I am sure there are many errors. Take a look at and mark your two alternatives on it. Then either email back to me (if you can add the correct alternatives in Word) or call me to discuss the needed changes. Thanks.

Glenn Striegler
Environmental Assessment Coordinator
LAUSD Office of Environmental Health & Safety
333 South Beaudry Ave – 20th Floor
Los Angeles, CA 90017

(213) 241-2199 Phone
(213) 241-3327 FAX
glenn.striegler@lausd.net
<http://lausd-oehs.org>







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4:46 PM Monday

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http://maps.digitalmapcentral.com/production/CityGIS/v07_01_056_beindex.htm

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Loc: -118.44544 Lat: 34.05048

Markup

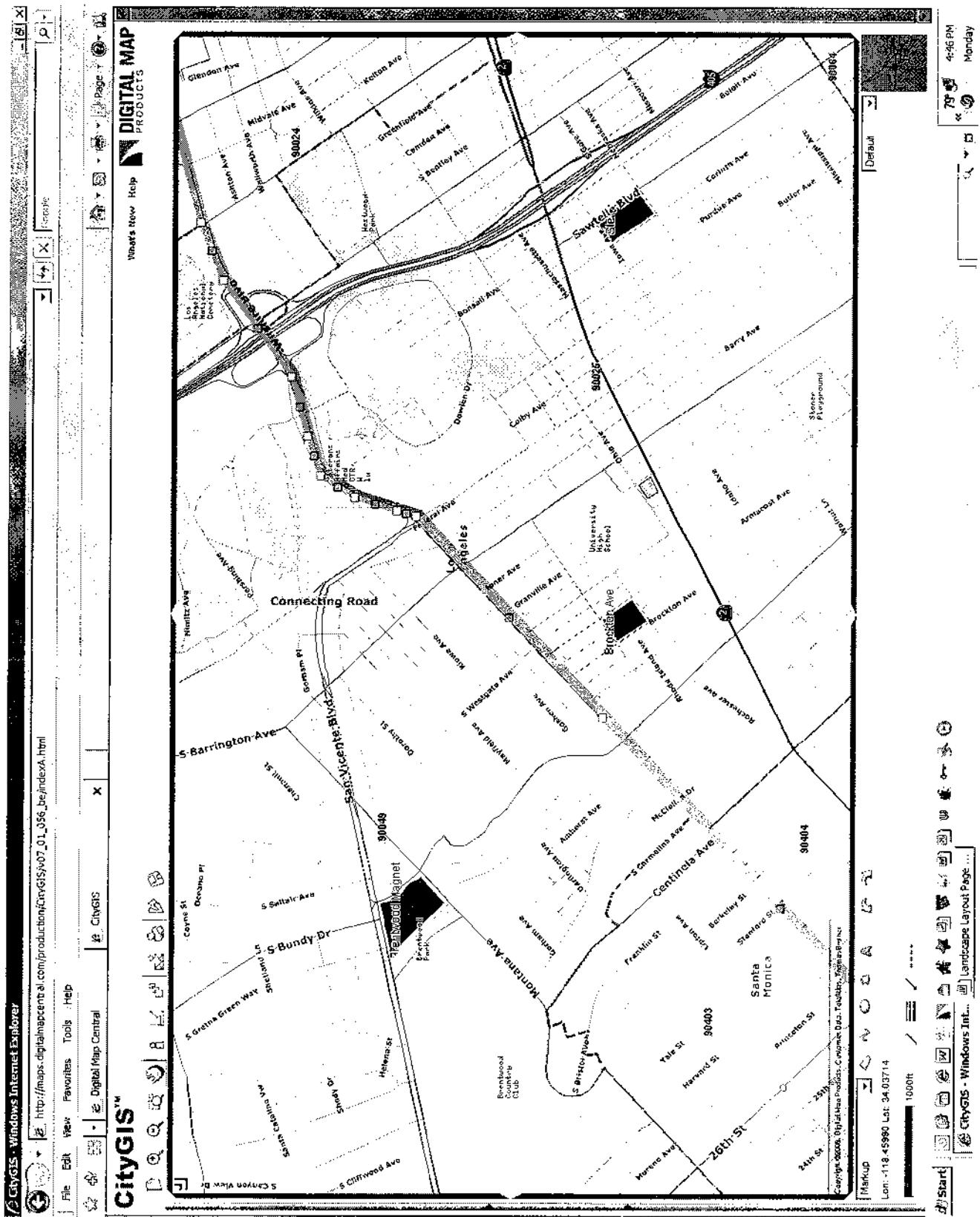
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Layout Page ...

Landscape



DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

May 11, 2009

IGR/CEQA NOP CS/090336
Los Angeles County Metropolitan
Transportation Authority (Metro)
Westside Extension Transit Corridor Project
Vic. LA-405-31.54

Mr. David Mieger
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Mieger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) of an Environmental Impact Report for the Westside Extension Transit Corridor Project. The project involves the extension of the Metro Purple Line Subway at Wilshire Boulevard and Western Avenue Station in Los Angeles to Wilshire Boulevard and 4th Street in Santa Monica and a second subway line extending from the Metro Red Line Highland Avenue and Hollywood Boulevard Station to join the Westside Extension Transit Corridor Project in Beverly Hills. Based on the information received, we have the following comments:

The lead agency will need to coordinate the planning and project development of the subway project beneath the I-405 (San Diego Freeway). Obtaining asbuilt design plans of the freeway structure will facilitate planning and designing of the subway project. Caltrans structural engineers will need to approve tunnel feasibility studies, subway alignment and tunnel boring concepts beneath the freeway. A Cooperative Agreement will be needed for the planning, design and construction of the subway beneath the I-405 Freeway.

A transportation demand model will be needed to analyze the. Forecasted distribution of trips, mode split and assignment for trips in the regional network including highway trips for the I-10 (Santa Monica Freeway) and I-405 (San Diego Freeway). All proposed transit projects should be included in the model including Phase 2 of the Exposition Corridor Light Rail Transit Project and any future plans for a westside corridor Wilshire Boulevard Bus Rapid Transit (BRT).

Transport of over-size or over-weight vehicles on State highways will need a Caltrans Transportation Permit. We recommend that construction related truck trips on State highways be limited to off-peak commute periods. The contractor should avoid platooning of truck trips on mainline freeways, on freeway on/off-ramps and at freeway ramp intersections.

Mr. David Mieger

May 11, 2009

Page Two

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 090336/CS.

Sincerely,

A handwritten signature in black ink, appearing to read "Elmer Alvarez".

ELMER ALVAREZ

IGR/CEQA Program Manager

Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

Sirisut, Dianne

From: Martin, Roger
Sent: Tuesday, May 12, 2009 1:48 PM
To: Sirisut, Dianne
Subject: FW: POC for Metro subway extension
Follow Up Flag: Follow up
Flag Status: Red
Attachments: return address.pdf

Here is the new primary contact for GSA.

Roger

From: william.stricklin@gsa.gov [mailto:william.stricklin@gsa.gov]
Sent: Tuesday, May 12, 2009 1:41 PM
To: Martin, Roger
Subject: POC for Metro subway extension



Please consider the environment before printing this e-mail
William A. Stricklin, Asset Manager
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OFFICE OF THE CITY MANAGER

PAUL AREVALO
CITY MANAGER

May 13, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority (METRO)
One Gateway Plaza, Los Angeles, CA 90012.

Dear Mr. Mieger:

The City of West Hollywood is pleased to support the Westside Transit Alternatives Analysis findings that a subway alignment through the City is feasible and would be of significant benefit to the Westside region's efforts to reduce vehicle trips and traffic congestion.

The City looks forward to the EIR process and is committed to working with METRO and their consultants to identify station locations and to assist however we can to continue to demonstrate the viability and necessity for the Subway expansion to approve a Santa Monica Boulevard alignment.

The City Council is prepared to further champion a Santa Monica Boulevard alignment through their approvals of policies, including within the General Plan update, that will promote transit-oriented development in and around the proposed West Hollywood station locations.

Additionally, the City would bring to your attention the need to include, in the EIR analysis, the benefits of a Santa Monica Boulevard alignment to commuters from the San Fernando Valley who would be able to connect to the Westside either with or without transfers.

Again, thank you for your attention to Alternative 11 and retaining a Santa Monica Boulevard alignment in the full EIR process for the Westside Subway Extension.

Sincerely,

A handwritten signature of Paul Arevalo.

Paul Arevalo
City Manager

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