

REVISED EXECUTIVE SUMMARY

RS-1 REVISED FINAL EIR ALTERNATIVES

In the Final San Fernando Valley East-West Transit Corridor Environmental Impact Report (Final EIR), a number of project alternatives were evaluated: a No Build Alternative, a Transportation Systems Management (TSM) Alternative, and three versions of a Bus Rapid Transit (BRT) Alternative. This Revised Final Environmental Impact Report (Revised FEIR) considers and analyzes three multiple-route Rapid Bus alternatives as additional alternatives to the BRT and TSM alternatives that were evaluated by the Los Angeles County Metropolitan Transportation Authority (MTA) in the Final EIR. The project as approved by MTA was the BRT together with the TSM enhancements (Project).

This Revised FEIR was prepared in accordance with the decision of California Court of Appeal,¹ dated July 19, 2004 (Decision), which found that the Final EIR should have considered multiple Rapid Bus routes as an additional alternative. The Decision upheld the Final EIR in connection with numerous other challenges, including a finding that the Final EIR adequately discussed pedestrian and traffic safety impacts, the Final EIR adequately responded to comments, there was no need to separately evaluate a fare reduction alternative, and the Final EIR did not improperly segment environmental consideration of a City of Los Angeles bikeway. The particular multiple Rapid Bus routes analyzed in this Revised FEIR were identified based on information contained in the Court of Appeal's decision, which specifically mentioned comment letters that identified a three-route alternative and a five-route alternative. In addition, the decision also mentioned a network alternative that was put forth by COST. Based on this information contained in the decision, the three multiple-route Rapid Bus alternatives (RB Alternatives) considered and analyzed in this Revised FEIR are as follows:

- Three East-West Rapid Bus Routes Alternative (RB-3)
- Five East-West Rapid Bus Routes Alternative (RB-5)
- Rapid Bus Network Alternative (RB-Network)

To consider multiple Rapid Bus routes in accord with the Court of Appeal's decision, MTA prepared this Revised FEIR to supplement the Final EIR's evaluation of alternatives in comparison to the Project. The revisions to the sections of the Final EIR are set forth in this Revised FEIR.

Sections RS-1.1, RS-1.2, and RS-1.3, below, describe alternatives that were carried forward into the Final EIR, and these descriptions are unchanged from the Final EIR (see Section S-4 of the Final EIR). Sections RS-1.1, RS-1.2, and RS-1.3 are included here for purposes of comparison. Section RS-1.4 describes the RB Alternatives.

^{1/} *Citizens Organized for Smart Transit v. Los Angeles County Metropolitan Transportation Authority* California Appellate Court Case No. B164434.



RS-1.1 No Build Alternative

The No Build alternative reflects the conditions anticipated for the year 2020, based on SCAG's growth forecast, if no major transit improvement investments are made within the Valley's East-West Transit Corridor. This scenario would mean that the MTA ROW would not be used for a transit project. All existing highway and arterial facilities are assumed to be in place, but no new roadways or major widening of arterial highways in the San Fernando Valley are anticipated in this alternative. The transit network would include existing routes and rail-bus interfaces, as applicable.

The urban rail network in the No Build Alternative definition would include the following components: Metro Blue Line from Long Beach to 7th and Flower Streets; Metro Gold Line from Union Station to Pasadena; Metro Green Line from Norwalk to El Segundo; Metro Red Line segments from North Hollywood to Union Station and from Wilshire Blvd/Western Avenue to Union Station; the current Metrolink system, plus any funded improvements in the RTIP, STIP, and MTA Call for Projects.

MTA routes reflect the implementation of the Metro Red Line bus-rail interface plans. The No Build Alternative is also required by federal and California Environmental law and serves as a baseline for comparing the costs and performance of the other transit alternatives.

RS-1.2 TSM Alternative

The TSM Alternative would improve mobility within the San Fernando Valley in general, and the East-West Transit Corridor in particular, through enhancement of the existing bus system rather than construction of an exclusive busway transit project. Major capital expenditures for street widening that would require property displacement, land takings, and relocation of homes and businesses are not included in this alternative. The TSM Alternative is defined as the optimal level of bus service that could be provided on the existing highway and roadway network (see Figure S-3 of the FEIR).

The TSM alternative route network would be essentially the same as the No Build Alternative; however, the TSM Alternative would improve basic transit service levels across much of the Valley. Selected recommendations of the *San Fernando Valley Transit Restructuring Study* are assumed to be implemented. Headways (the length of time between arrivals at bus stops) would be significantly reduced on numerous bus routes. Base period headways on many routes would be reduced from 60 minutes to 30 or 40 minutes, an improvement of between 33 and 50 percent.

Both east-west and north-south routes would be improved, giving the Valley a comprehensive grid of higher frequency bus service. Major transit corridors would continue to be improved, with headway reductions along Sherman Way, Vanowen Street, Van Nuys Boulevard, Sepulveda Boulevard, and Reseda Boulevard to 10 minutes or less during peak periods.



RS-1.3 Bus Rapid Transit Alternative (BRT)

The Bus Rapid Transit Alternative represents an improvement over conventional on-street bus service. This alternative is similar to the one described in the February 2000 MIS document, with some modifications. Exclusive bus lanes would remove buses from street traffic, eliminating queuing and congestion delays. BRT would also increase travel speed by limiting stops and implementing signal priority at intersections. The BRT Alternative would be entirely at grade. The design of the busway would support either typical 40- to 45-foot buses or single articulated 60-foot buses with increased capacity. Three variations of the BRT were included in the FEIR: Full BRT (running from North Hollywood to Warner Center), a Lankershim/ Oxnard On-Street Alignment as an option to the Chandler Boulevard portion of the corridor, and a Minimum Operable Segment (MOS), which would be the shortest meaningful busway that could be constructed, if funding became constrained to that level. In July 2001, the MTA Board selected the Full BRT Alternative as the Locally Preferred Alternative, and directed that the Lankershim/Oxnard On-Street Alignment be studied for potential weekend service. This decision is being revisited via the preparation of this Revised FEIR that will study three RB alternatives.

RS-1.3.1 Full BRT

The Bus Rapid Transit Alternative consists of primarily exclusive bus lanes on the MTA ROW between the North Hollywood Metro Rail station and the planned Warner Center Transit Hub (see Figure S-4 of the FEIR). An on-street alternative alignment along Oxnard Street in the East Valley is described in Section RS-1.3.2.

In the East Valley, the alignment extends west from the North Hollywood Metro Red Line station at Chandler and Lankershim Boulevards. The alignment continues westward in the median of Chandler Boulevard, crossing the intersection of Fulton Avenue and Burbank Boulevard diagonally near Valley College. The route then parallels Oxnard Street to Sepulveda Boulevard. The alignment crosses under the I-405 in an existing underpass, entering the West Valley.

In the West Valley, the alignment continues along the northern perimeter of the Sepulveda Basin Recreation Area, crossing the Los Angeles River before White Oak Avenue. The alignment continues west in the MTA ROW, paralleling Topham Street and then Victory Boulevard after passing Winnetka Boulevard. Near the intersection of Victory Boulevard and Variel Avenue, the busway leaves the MTA ROW and continues on-street in mixed traffic to a terminus at the planned Warner Center Transit Hub. The Warner Center Transit Hub is located along Owensmouth Avenue between Erwin and Oxnard Streets, adjacent to the Promenade Shopping Mall.

The 26-foot wide, at-grade busway is typically located in the center of the MTA ROW, which is typically 100 feet wide. The wide right-of-way provides an opportunity to take the busway beyond conventional bus network design. The busway would be more like a typical rail alignment in terms of its exclusive right-of-way and stations. Furthermore, this width provides



adequate space for landscaped treatment such as berms, trees, fences/walls, and shrubs to buffer the busway from adjacent homes and businesses.

The route would be landscaped, including trees, defining the busway and softening the view from residential areas. The busway concept has also been designed for flexibility. The wide right-of-way will accommodate a bikeway/pedestrian path.

Between Variel and Coldwater Canyon Avenues, except through the Sepulveda Basin, a Class I bike path/pedestrian path is to be constructed within the MTA ROW adjacent to the busway. This path has been developed in conjunction with the City of Los Angeles Department of Transportation. Through the Sepulveda Basin (between White Oak and Haskell Avenues), the proposed bicycle/pedestrian alignment would diverge from the MTA ROW and make use of existing bicycle/pedestrian facilities. Cyclists would rejoin the MTA ROW at either end of the Basin. The path would be provided with lighting along most of its length, and cyclists and pedestrians would cross streets at signalized crossings. Along Chandler Boulevard east of Coldwater Canyon, Class II bike lanes would be designated along the North and South Chandler roadways. The bike lanes would continue to the eastern terminus of the BRT at Lankershim Boulevard. Separate environmental documentation has been prepared for this bicycle/pedestrian facility.

Along Chandler Boulevard in the East Valley, the MTA ROW is in the median, typically 60-feet wide, but 100-feet wide west of Whitsett Avenue. As a part of the Full BRT Alternative, a number of pedestrian amenities would be constructed within the Chandler Boulevard median. Along Chandler Boulevard, as well as along the entire alignment, all existing crossings of the MTA ROW would be retained. On the Jewish Sabbath and Jewish holidays, pedestrian signals would operate on a timer and would not need to be manually engaged. Two signalized mid-block crossings of the MTA ROW would be constructed along Chandler Boulevard, one at Agnes Avenue and the other at Goodland Avenue. Pedestrian paths would be constructed where feasible and where sidewalks do not currently exist.

Station platforms would be designed to accommodate three low-floor 40- to 45-foot buses or two 60-foot single-articulated buses. Buses would be powered by Compressed Natural Gas (CNG) or other clean fuel. Canopies, for shade and shelter, would partially cover the platforms. The station design would establish a unifying theme throughout the line, giving the busway corridor a clear visual and functional impression in the context of the Valley. Site amenities such as seating, lighting, bicycle racks/lockers, and ticket vending machines, would be included at each station. Every station may be equipped with an Advanced Travelers' Information System (ATIS), electronic signage that would inform travelers of the wait time until the next bus and provide other real-time transitway operating information.

Park-and-ride facilities at six stations would provide commuters with approximately 2,900 to 3,200 new parking spaces in addition to the existing parking spaces at the Metro Red Line station and at Balboa Boulevard, for a total of approximately 4,000 to 4,300 spaces. Pedestrian amenities and landscaping would be provided at the stations and park-and-ride lots. Thirteen stations would be provided in the following locations: North Hollywood Transit Center, Laurel Canyon Boulevard, Valley College (Fulton-Burbank), Woodman Avenue, Van Nuys Transit



Center, Sepulveda Transit Center, Woodley Avenue, Balboa Boulevard, Reseda Boulevard, Tampa Avenue, Pierce College at Winnetka Avenue, De Soto Avenue, and Warner Center Transit Hub.

Routing for on-street bus service within Warner Center is shown on Figure S-7 of the FEIR.

RS-1.3.2 Lankershim/Oxnard On-Street Alignment and Weekend Service

To respond to potential community concerns in the Chandler Boulevard area, an alternative alignment was under consideration that would operate in mixed traffic flow on Lankershim Boulevard from the North Hollywood Metro Red Line station to Oxnard Street, and on Oxnard Street from Lankershim Boulevard to Woodman Avenue. In July 2001, the MTA Board directed that the Lankershim/Oxnard On-Street Alignment be studied as potential weekend service only for the Full BRT Alternative. In February 2002, the Board adopted (certified) the Full BRT Alternative as the Locally Preferred Alternative.

RS-1.3.3 Minimum Operable Segment (MOS)

In the event funding was not available immediately for the full length of the busway, construction could have commenced in phases. The first phase would be called a “Minimum Operable Segment,” or MOS (see Figure S-8 of the FEIR). The MOS integrates a shorter exclusive busway segment with bus transit projects already planned by LADOT along Oxnard Street and Victory Boulevard in the San Fernando Valley East-West Transit Corridor. The result would be a transit corridor from North Hollywood to Warner Center, running partially on exclusive lanes and partially on-street. The MOS variation was not pursued because a funding shortfall did not materialize.

As a part of the MOS, an at-grade busway would be constructed on the MTA ROW between Woodman Avenue and Balboa Boulevard with the same characteristics as the full project busway described above. This section of the right-of-way traverses some of the most congested areas in the Valley, crossing Van Nuys Boulevard, Sepulveda Boulevard, and the I-405. The traffic is particularly congested near Victory Boulevard and I-405. Buses, however, would still make the full North Hollywood to Warner Center trip, simply running on-street at either end of the busway.

From east to west, buses would leave the North Hollywood Metro Red Line station and head north, on-street, along Lankershim Boulevard to Oxnard Street. Buses would continue on-street west along Oxnard to Woodman Avenue. At Woodman, buses would enter the exclusive busway and continue west to Balboa, passing under the I-405 in an existing underpass. At Balboa, buses would again leave the busway and continue west on-street along Victory Boulevard. At Owensmouth Avenue in Warner Center, buses would head south to the planned Warner Center Transit Hub near the Promenade Shopping Center.

The MOS would have 13 stations, 4 along the busway and 9 on-street (see S-8 of the FEIR), located at the same north-south arterials as the full project busway stations. However, some



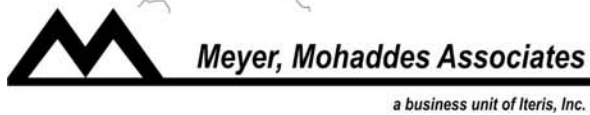
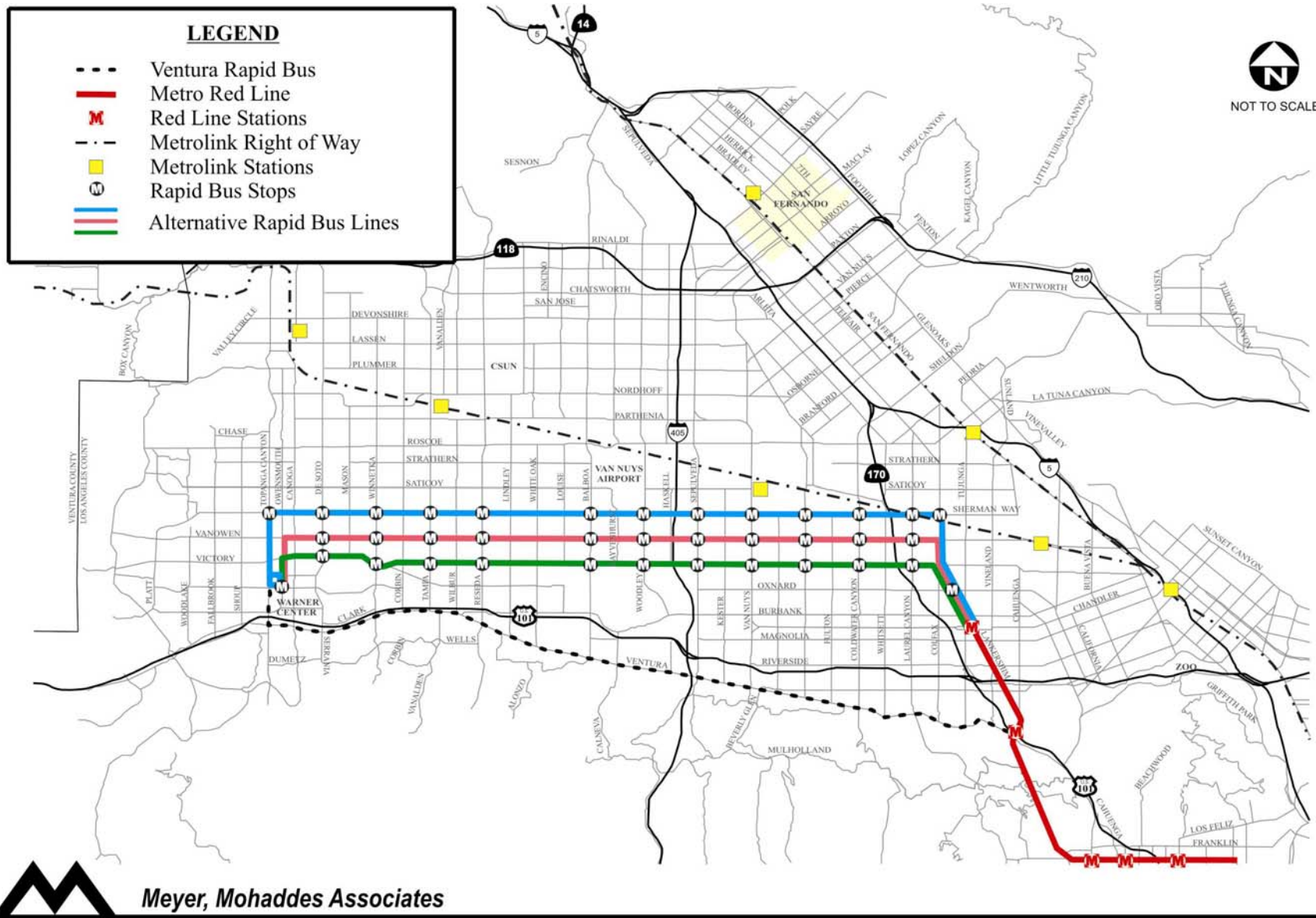


Figure RS-1 – Map of the RB-3 Alternative Including Routes and Stops



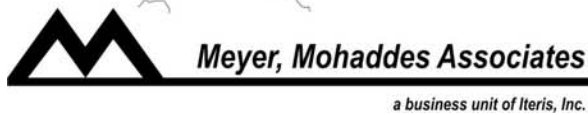
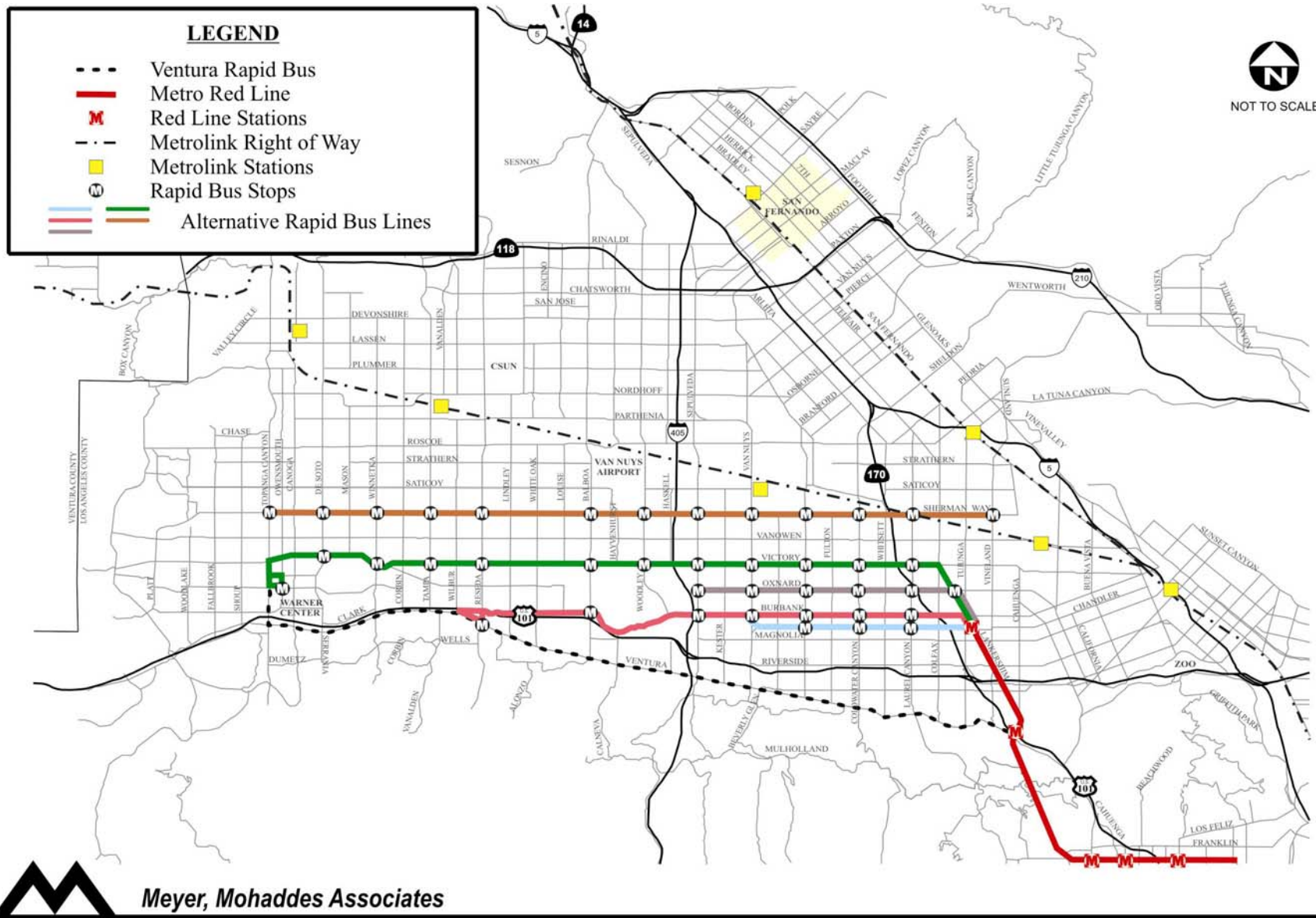
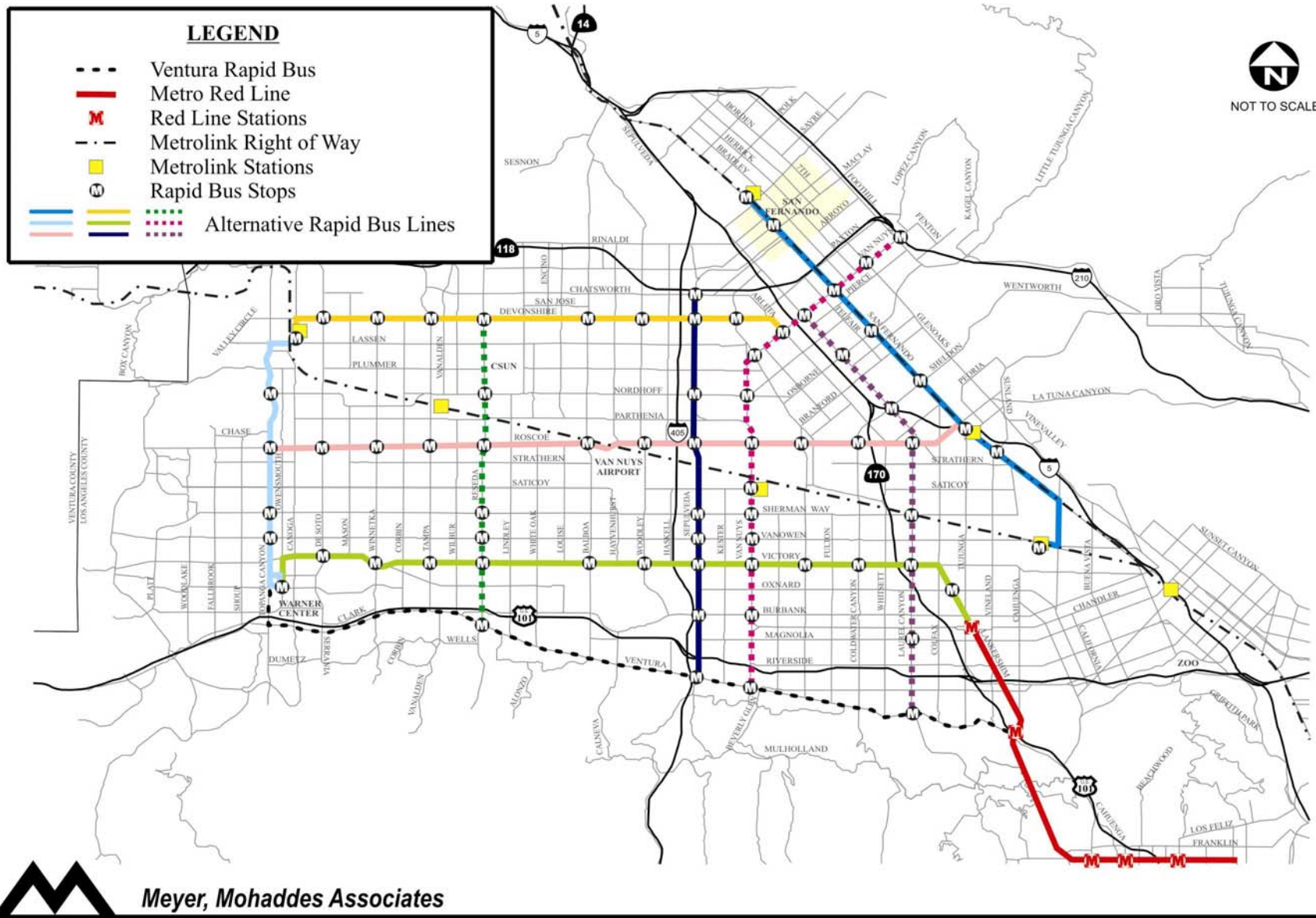


Figure RS-2 - Map of the RB-5 Alternative Including Routes and Stops





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Figure RS-3 - Map of the RB-Network Alternative Including Routes and Stops



stations would be shifted north or south of their full project locations in order to fall along Oxnard Street in the East Valley or Victory Boulevard in the West Valley. Five stations would have park and ride facilities (two existing). Busway stations would be similar in design to the stations described in Section 2-2.3 for the full busway.

RS-1.3.4 Bus Maintenance Facilities

MTA Bus Divisions 8 and 15 are the logical locations for housing and maintaining the buses used for the busway. Division 8 is located in Chatsworth about 3.2 miles from the western terminus of the proposed busway. Division 15 is located in Sun Valley, about 6.8 miles from the North Hollywood terminus. Both divisions have CNG fueling capabilities. The need for expansion of bus maintenance facilities is based on the number and size (articulated vs. standard) of new buses required by an alternative.

Some excess capacity is available at both Divisions 8 and 15. This would accommodate the increase of 38 buses for the TSM alternative over No Build. Enough capacity is also expected to be available in these divisions to accommodate the number of new buses required by the BRT alternative and its variations. However, some modifications would be necessary at the divisions to accommodate articulated buses. Maintenance of articulated buses would be consolidated in one division, shifting standard buses to other divisions.

RS-1.4 Three Rapid Bus Alternatives

The three Rapid Bus alternatives would place Rapid Buses in mixed flow traffic on the existing highway and roadway network. Unlike the BRT Alternative, the three Rapid Bus alternatives would not construct an exclusive busway or involve street and station improvements that would require property displacement, acquisition or relocation of homes and businesses. Rapid Bus decreases end-to-end travel time by limiting stops and implementing signal priority at intersections. RB stops would be designed similar to those on the Ventura Boulevard Metro Rapid Bus route, would be located approximately one-mile apart, and would be located on the far side of the intersection, if feasible. RB stop design includes a curved, translucent canopy supported by two poles that create a gate that marks the spot where the door of a Rapid Bus will arrive. RB stops would also include an illuminated sign, a kiosk for advertising and system-wide information, and trash receptacles.

The particular multiple Rapid Bus routes analyzed in this Revised FEIR were identified based on information contained in the Court of Appeal's decision, which specifically mentioned comment letters that identified a three-route alternative and a five-route alternative. In addition, the decision also mentioned a network alternative that was put forth by COST.

RS-1.4.1 Three East-West Rapid Bus Routes (RB-3) Alternative

The RB-3 Alternative consists of three new east-west Rapid Bus lines on Sherman Way, Vanowen Street, and Victory Boulevard. The North Hollywood Metro Red Line Station and the Warner Center Transit Hub would serve as the terminus RB stop for each route. **Figure RS-1**



(Map of the RB-3 Alternative Including Routes and Stops) shows the location of the Rapid Bus routes and stops. **Table 8.2-2** (RB Stop Locations for the RB-3 Alternative) in Section 8-2 (Alternatives Considered) shows the locations of the individual RB stops along the RB-3 Alternative routes.

RS-1.4.2 Five East-West Rapid Bus Routes (RB-5) Alternative

This alternative consists of five new east-west Rapid Bus lines on Sherman Way, Victory Boulevard, Oxnard Street, Burbank Boulevard, and Chandler Boulevard. The North Hollywood Metro Red Line Station would serve as the eastern terminus layover stop for each route, except for the Sherman Way route. The Warner Center Transit Hub would serve as the western terminus stop for the Victory Boulevard route; each of the other four routes would have their own western terminus layover stops. **Figure RS-2** (Map of the RB-5 Alternative Including Routes and Stops) shows the location of each Rapid Bus route and the stops. **Table 8.2-3** (RB Stop Locations for the RB-5 Alternative) in Section 8-2 (Alternatives Considered) shows the locations of the individual RB stops along the RB-5 Alternative routes.

RS-1.4.3 Rapid Bus Network (RB-Network) Alternative

This alternative consists of a network of nine Rapid Bus routes that would function as a grid by having a series of three east-west routes and six north-south routes. The three new east-west Rapid Bus lines would be on Devonshire Street, Roscoe Boulevard, and Victory Boulevard. The six new north-south Rapid Bus lines would be on San Fernando Road, Laurel Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard, and Topanga Canyon Boulevard. **Figure RS-3** (Map of the RB-Network Alternative Including Routes and Stops) shows the location of each Rapid Bus route and the stops. **Table 8.2-4** (RB Stop Locations for the RB-Network Alternative) in Section 8-2 (Alternatives Considered) shows the locations of the individual RB stops along the RB-Network Alternative routes.



RS-2 SUMMARY OF ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES

Table RS-1 (Summary of Transportation Impacts), **Table RS-2** (Summary of Operational Impacts), and **Table RS-3** (Summary of Construction Impacts) summarize the environmental impacts and mitigation measures for the San Fernando Valley East-West Transit Corridor Alternatives.



Table RS-1: Summary of Transportation Impacts

Table RS-2: Summary of Operational Impacts

Table RS-3: Summary of Construction Impacts

[[Tables RS-1, RS-2, and RS-3 are in a separate file.]]



RS-3 FINANCIAL ANALYSIS AND COMPARISON OF THE ALTERNATIVES

Capital costs and operating costs have been developed for each alternative, and the MTA’s ability to afford project alternatives has been assessed (see Chapter 6 and Section 8-6 of Chapter 8).

An evaluation of the alternatives was conducted using a variety of measures consistent with FTA guidelines (see Chapter 6). Measures were grouped into the following categories: effectiveness in improving mobility, cost-effectiveness, operating efficiencies, environmental benefits, equity, and community involvement response. **Table RS-4** (Comparison of Alternatives in the Draft EIS/EIR) provides a summary of the comparison among alternatives for cost (in 1999 dollars), transit ridership, and other statistics, as well as cost-effectiveness, as shown in the Draft EIS/EIR.

Table RS-4: Comparison of Alternatives in the Draft EIS/EIR					
		Transportation System Management (TSM)	Full Bus Rapid Transit (BRT)	Lankershim/Oxnard On-Street Alignment	Minimum Operable Segment (MOS)
Capital Cost (millions 1999\$)		\$20.0	\$284.3	\$245.0	\$151.4
Operating Cost over No Build (millions 1999\$)		\$12.9	\$23.7	\$23.8	\$20.5
Daily Ridership	Boardings	16,700	24,700	23,400	22,000
	New Transit Trips (Over No Build)	9,000	15,300	14,600	13,800
	New Transit Trips (Over TSM)	N/A	6,300	5,600	4,800
Runtime (minutes) ²	N. Hollywood to Warner Center	N/A	28.8	31.6 ¹	35.6
Travel Time Savings (hours saved over No Build)		285,000	439,000	423,000	407,000
Cost-Effectiveness (Cost Per New Daily Transit Trip)	Over No Build	\$5	\$10	\$10 ³	\$8 ³
	Over TSM	N/A	\$17	\$18 ³	\$13 ³
Notes:					
(1) Based on model-derived projections. Does not reflect real on-street and intersection congestion, leading to increased on-street travel times. Estimated at a minimum of 34.3 minutes.					
(2) For comparison purposes, the run time from Warner Center to Universal City on the Metro Rapid Bus, in 2001, is approximately 50 minutes during peak periods today.					
(3) Refinement to calculation during Preliminary Engineering phase.					

Source: Manuel Padron & Associates; Parsons Transportation Group, 2000.



Major trade-offs between alternatives were summarized, though no attempt was made to provide an overall ranking or single index combining all measures. These trade-offs allow the community and its decision-makers the ability to weigh differences when considering a Locally-Preferred Alternative.

Table RS-4a (Refinements to the Locally Preferred Alternative) summarizes the refinements made to the Locally Preferred Alternative during Preliminary Engineering. A more detailed analysis of signal delay at intersections was undertaken, in concert with the City of Los Angeles Department of Transportation. As a result, the BRT operating plan now includes a broader range of potential signal priority and timing assumptions. Precise signal timing and priority parameters would not be set until just prior to commencement of BRT operation and would likely be adjusted throughout the life of the project. In order to accurately address the range of reasonable operating assumptions developed during Preliminary Engineering, the Locally Preferred Alternative is described below in two columns, the first based on a “lower-bound” and the second based on an “upper-bound” set of assumptions about signal delay. In addition, this table includes information about the weekend service option selected by the MTA Board for further study.

Table RS-4a: Refinements to the Locally Preferred Alternative (BRT and the Weekend Service Option)				
		Locally Preferred Alternative (LPA)		Weekend Service Option
		Lower-Bound¹	Upper-Bound¹	
Capital Cost (millions 2001\$)		\$300.5 (283.3) ³	\$289.2 (272.6) ³	Additional \$1.8 ²
Operating Cost over No Build (millions 2001\$)		\$22.5	\$22.5	Same as LPA ⁴
Daily Ridership	Boardings (fixed guideway only) ⁵	24,700	18,700	Weekday ridership same as LPA ⁴
	New Transit Trips (Over No Build)	15,300	13,000	Weekday ridership same as LPA ⁴
	New Transit Trips (Over TSM)	6,300	4,000	Weekday ridership same as LPA ⁴
Runtime (minutes)	N. Hollywood to Warner Center	28.8	40.0	31.6 – 42.8
Cost-Effectiveness (Cost Per New Daily Transit Trip)	Over No Build	\$10	\$12	Additional \$0.03 ²
	Over TSM	\$18	\$27	Additional \$0.07 - \$0.11 ²
<p>(1) The lower- and upper-bound columns are used to express a range for each evaluation measure based on the range of reasonable assumptions about signal delay developed during Preliminary Engineering.</p> <p>(2) Compared to the refined cost of the Locally Preferred Alternative.</p> <p>(3) Cost in parentheses is deescalated to 1999 dollars for comparison purposes.</p> <p>(4) Regional model estimates assumed similar to the LPA. .</p> <p>(5) Boardings for the LPA are reported only for stations along the fixed guideway.</p>				

Source: Manuel Padron Associates; STV, 2001.



Table RS-4 reflects the lower-bound signal delay assumptions for all variations of the BRT Alternative. The upper-bound assumptions for the Full BRT, reflected in **Table RS-4a**, cannot be compared directly to the Lankershim/Oxnard On-Street Alignment and MOS variations in **Table RS-4**. If upper-bound signal delay assumptions were applied to the Lankershim/Oxnard and MOS variations, the ridership of these variations could be expected to decrease similarly to the decrease associated with the upper-bound Full BRT.

Table RS-4b (Comparison of Rapid Bus Alternatives) summarizes the comparison among the three new Rapid Bus alternatives for cost, transit ridership, and other statistics, as well as cost-effectiveness.

Table RS-4b: Comparison of Rapid Bus Alternatives in the Revised FEIR				
		RB-3 Alternative	RB-5 Alternative	RB-Network Alternative
Capital Cost (millions 2001\$)		\$42.6 - \$56.4	\$45.7 - \$60.7	\$72.5 - \$92.9
Operating Cost over No Build (millions 2001\$)		\$21.2 - \$23.1	\$22.2 - \$24.2	\$30.6 - \$34.4
Daily Ridership	Boardings	29,400	29,300	56,900
	New Transit Trips (Over No Build)	10,100	9,200	10,300
	New Transit Trips (Over TSM)	1,100	200	1,300
Runtime (minutes) ¹	Example: Victory Blvd, Warner Center to North Hollywood ²	41.7 - 45.6	41.7 - 45.6	41.7 - 45.6
Travel Time Savings (hours saved over No Build)		359,000	285,000	312,000
Cost- Effectiveness (Cost Per New Daily Transit Trip)	Over No Build	\$8 - \$9	\$10 - \$11	\$12 - \$14
	Over TSM	\$34 - \$44	\$228 - \$294	\$59 - \$74
<p>Notes:</p> <p>(1) Based on model-derived projections for peak weekday service. Does not fully reflect real on-street and intersection congestion, leading to increased on-street travel times.</p> <p>(2) Runtimes on Victory Boulevard/Lankershim Boulevard are used because they relate to all three Rapid Bus alternatives as well as the Locally Preferred Alternative (LPA). (See Section 8-7.2.3.) The comparable runtime for the same segment of the LPA would be 28.8 minutes (lower bound) and 40 minutes (upper bound).</p> <p>(3) Total boardings for Rapid Bus routes are shown as they operate from end-to-end. Therefore, these boardings cannot be directly compared to boardings as reported for the LPA, which only reports those boardings occurring in the fixed guideway portions of the route (that is, board and disembark at stations along the project). Also, boardings do not distinguish between whether transit riders are merely shifting off other bus routes, or whether new riders are attracted to transit.</p> <p>NOTE: The numbers in this table are different from the "Daily Transit Trip" numbers shown in Table 8-3-3 because these numbers reflect mobility statistics for the Valley only, and Table 8-3-3 are Countywide.</p>				

Source: Manuel Padron & Associates; Transportation Management & Design, Inc., 2004.



The Rapid Bus alternatives do not provide the same degree of mobility and transit-supportive benefits when compared to the BRT Alternative (the Locally Preferred Alternative). This is demonstrated by lower levels of new transit trips (representing new transit riders) for all of the Rapid Bus alternatives when compared to the BRT Alternative (lower and upper bound). While boardings give an indication of transit activity, they do not indicate how many more riders are attracted to transit since riders may merely be shifting off other bus routes and/or a single rider may need to transfer one or more times, accounting for more than one boarding to complete a single trip.

System-wide travel time-savings for all of the Rapid Bus alternatives are also lower than the travel time savings of the BRT alternative (lower and upper bound). In addition, while the Rapid Bus alternatives do provide improved travel times over the TSM, these transit model-derived travel times do not fully account for the increasing traffic congestion, which will diminish the predicted speed of Rapid Bus service in the coming years. The BRT Alternative would provide a consistent improved travel time even as congestion increases on surrounding streets.

The Rapid Bus alternatives all have lower capital costs than does the BRT alternative (upper and lower bound), with the RB-3 Alternative (lower range) having the lowest capital cost. When compared to No Build, the TSM Alternative is extremely cost-effective at about \$5 per added rider. For the remaining alternatives, RB-3 has somewhat lower costs per new rider than RB-5 and BRT when you count the TSM component. The RB-Network Alternative has the highest cost per new rider in the range of \$12 to \$14 per added rider. However, because of the few new riders the Rapid Bus alternatives generate over the TSM alternative, the cost-effectiveness of the Rapid Bus alternatives over TSM is worse than that of the BRT Alternative (upper and lower bound). The BRT Alternative's cost per new rider over TSM is substantially lower than all three of the RB alternatives.

The RB-3 and RB-5 alternatives (together with the TSM) have similar annual operating costs as the Project (which includes both the Full BRT and TSM alternatives). However, the RB Network Alternative (together with the TSM) costs \$8.1 to \$11.9 million more on an annual basis to operate than do the other alternatives. This cost would increase the planned operating deficit by about one-third, and may require that other services and programs in the Valley and/or elsewhere be cut or reduced. These issues would have to be resolved as part of various planning processes, including the budget, SRTP and LRTP.

The three Rapid Bus alternatives and the BRT Alternative would each result in one significant environmental impact that cannot be mitigated. The three Rapid Bus alternatives would have an unmitigated significant land use impact because they are not consistent with certain land use goals and policies (see Section 8-4.1 of this document) while the BRT Alternative would have a temporary significant construction noise impact (see Section 5-9 of the Final EIR). Thus, although both the BRT Alternative and the three Rapid Bus alternatives are relatively similar in that they result in only one unmitigated significant impact; the construction significant noise impact associated with the BRT Alternative would end at construction completion while the significant land use impact associated with the three Rapid Bus alternatives would be ongoing through the life of the land use plans.

In some communities, particularly those directly along the MTA ROW, support for one or all of the Rapid Bus alternatives may be greater than for the BRT Alternative. However, overall support for the BRT Alternative from the community at large (from other agencies, business organizations, schools, and groups supporting major transit investment in the region, for example) would not be satisfied by the Rapid Bus alternatives.

RS-4 COMMENTS AND COORDINATION

An extensive public and agency outreach effort has been conducted from the initiation of environmental studies through completion of Preliminary Engineering, in order to identify and involve various stakeholders in the project. More than 200 meetings have been held and nearly 11,000 contacts are identified on the public outreach database. This included meetings with a wide range of groups, organizations, and elected officials, station siting workshops, newsletters, and the public outreach process associated with the environmental document. A summary of the comments received is provided in Appendix G of the FEIR. The public comment period regarding the Draft EIS/EIR began on May 18, 2001, and was originally intended to close on July 3, 2001, thereby providing the legally required 45 days of review. An extension was granted to July 26, 2001, thereby providing a total of 69 days for public comment on the draft environmental document. Two public hearings were held, one on June 21 at Pierce College and another on June 26 at Valley College. In addition, public comments were taken at an MTA Board workshop on July 19, 2001, and again at the MTA Board meeting on July 26, 2001. Over 700 comment letters or other forms of written communication commenting on the EIR or the project were received. At the two public hearings combined, 129 speakers were heard, and at the Board workshop and formal Board meeting, 86 additional persons spoke. Chapter 7 of the FEIR provides both the comments received and the responses to those comments.

This Revised FEIR is being circulated for public review and comment separately from the Final EIR because the revisions to the Final EIR are solely contained in this Revised FEIR. The Office of Planning and Research approved a public comment period of 30 days for this Revised Final EIR.² The starting and ending dates of the public comment period are set forth in the Notice of Completion and Notice of Availability. Once the public comment period has expired, MTA will evaluate and respond to the significant environmental issues raised in comments. The comments and responses will be incorporated into the Revised FEIR. Once completed, the Revised FEIR will be presented to the MTA Board for consideration of certification and approval of the Project.

RS-5 PREVIOUSLY STATED AREAS OF CONTROVERSY

Over the course of the development of the San Fernando Valley East/West Transportation Corridor several main areas of controversy have been discussed, as follows:

^{2/} Office of Planning and Research email dated September 23, 2004.



Valley Component of the MTA System. Since the passage of Proposition A in 1980, San Fernando Valley residents, who comprise over 40 percent of the City of Los Angeles' population, have paid sales tax dollars with the understanding that those dollars would go to building a countywide rail transit system. In the recent past, an increasing number of San Fernando Valley organizations and individuals have argued that the Valley taxpayers "are not getting a fair share" of the transit projects. Stakeholders believe that they have little to show for their portion of sales taxes, which were supposed to be used for building a rapid transit system in the San Fernando Valley. They feel that while the MTA has been studying concepts for the Valley, other areas of the county have already obtained subway and/or other rapid transit systems or are closer to getting improved transit. In addition to recently completed Metro Red Line service to North Hollywood, implementation of the San Fernando Valley East-West Transit Corridor project will be a substantial improvement to transit service in the Valley and a major step forward to satisfying the stated shortcoming.

Selection of an Appropriate Alignment. Since 1980, the following transportation developments have been implemented in the San Fernando Valley: HOV lanes on SR 118 and I-405, Metro Red Line service to Universal City and North Hollywood, widening of U.S. 101, two Metrolink lines, Ventura Metro Rapid Bus service, and transit restructuring improvements. Since the inception of studies to determine an appropriate location for transit improvements in the Valley, a number of alternative corridors and technologies have been suggested and analyzed in varying degrees of detail. The process of corridor selection has witnessed the broadening and narrowing of choices, in response to engineering, financial and environmental considerations, and community opinion. In October 1994, the MTA Board reaffirmed the position that had been stated following the 1990 Final EIR, namely that the SP Burbank Branch should be the designated corridor in the San Fernando Valley. That decision then led to a Major Investment Study effort, for which the East-West Transit Corridor is the foundation.

For many years much debate has centered around the alignment and profile for proposed rail transit in the Chandler Boulevard portion of the East-West Transit Corridor. As a result of community opinion, Public Utilities Code Section 130265 was enacted in June 1991. Section 130265 restricts a rail corridor, as adopted by LACTC in 1990, to a below-grade covered subway rail transit project in the area between Hazeltine Avenue and the Hollywood Freeway (3.5 miles) and deep-bore tunneling in the vicinity of the Tujunga Wash. Section 130265, however, states that it is not intended to mandate the selection of a route or the construction of any route configuration or alignment, but is intended solely to define the route and alignment of a rail transit project adopted by the LACTC in 1990. Section 130265 has been determined to not be applicable to the currently proposed busway project.

The project is no longer a rail project but an at-grade busway. However, discussion has continued in the community on the route and its design. The residential neighborhoods and the Orthodox Jewish community along Chandler Boulevard have been concerned that the busway could potentially divide their pedestrian community with high-speed buses, tall soundwalls, and a reduced number of pedestrian crossings. To address these concerns, the project along the Chandler Boulevard portion of the MTA ROW will limit project operating speeds to the posted speed limit, use 40- to 60-foot buses operating on compressed natural gas or other clean fuels,



construct no permanent soundwalls in the median, provide low fences, retain existing and provide new landscaping, and provide additional pedestrian crossings.

The Draft EIS/EIR included an on-street variation in the Chandler Boulevard area. Buses would run in mixed traffic along Lankershim Boulevard and Oxnard Street, entering the exclusive MTA ROW at Woodman Avenue and proceeding to Warner Center, similar to the Full BRT. Although the On-Street variation was not selected as part of the Locally Preferred Alternative, the MTA Board directed the staff to study service on the Lankershim Boulevard/Oxnard Street alignment on weekends, rather than on Chandler Boulevard. This variation was not selected because it would (a) add an estimated \$1.8 million to the project cost, (b) not provide a substantial service benefit, (c) likely be confusing to the user and thereby reduce patronage, and (d) be less reliable because of future worsening traffic conditions.

Selection of the Locally Preferred Alternative constitutes a decision that resolves both the alignment and method of service to be provided within the corridor.

Analysis of Rapid Bus Alternatives. This Revised FEIR was prepared in accordance with the decision of California Court of Appeal³ dated July 19, 2004 (Decision), which found that the Final EIR should have considered multiple Rapid Bus routes as an additional alternative in response to public comments received suggesting such. The Decision also requires MTA to set aside its certification of the Final EIR and its approval of the project, which consisted of the Full BRT together with the TSM enhancements. The Decision upheld the Final EIR in connection with numerous other challenges, including a finding that the Final EIR adequately discussed pedestrian and traffic safety impacts, the Final EIR adequately responded to comments, there was no need to separately evaluate a fare reduction alternative, and the Final EIR did not improperly segment environmental consideration of a City of Los Angeles bikeway. Accordingly, this Revised FEIR analyzes three multiple Rapid Bus route configurations as mentioned in the Decision and described above: the RB-3 Alternative, the RB-5 Alternative, and the RB-Network Alternative. To consider multiple Rapid Bus routes in accord with the Court of Appeal's decision, MTA prepared this Revised FEIR to supplement the Final EIR's evaluation of alternatives. To comply with the Decision, this evaluation assumes that no construction has occurred and no funding has been committed to be expended towards implementation of the BRT and TSM enhancements. The revisions to the sections of the Final EIR are as set forth in this Revised FEIR.

RS-6 RESOLUTION OF ISSUES

Completion of the Revised FEIR. This Revised FEIR was prepared in accordance with the decision of California Court of Appeal⁴ dated July 19, 2004, (Decision), which found that the Final EIR should have considered multiple Rapid Bus routes as an additional alternative in response to public comments received suggesting such. The Decision also requires MTA to set aside its certification of the Final EIR and its approval of the project, which consisted of the Full BRT together with the TSM enhancements. The Decision upheld the Final EIR in connection

^{3/} *Citizens Organized for Smart Transit v. Los Angeles County Metropolitan Transportation Authority* California Appellate Court Case No. B164434.

^{4/} *Ibid.*



with numerous other challenges, including a finding that the Final EIR adequately discussed pedestrian and traffic safety impacts, the Final EIR adequately responded to comments, there was no need to separately evaluate a fare reduction alternative, and the Final EIR did not improperly segment environmental consideration of a City of Los Angeles bikeway. Accordingly, this Revised FEIR analyzes three multiple Rapid Bus route configurations as mentioned in the Decision and described above: the RB-3 Alternative, the RB-5 Alternative, and the RB-Network Alternative. To consider multiple Rapid Bus routes in accord with the Court of Appeal’s decision, MTA prepared this Revised FEIR to supplement the Final EIR’s evaluation of alternatives. To comply with the Decision, this Revised FEIR assumes that no construction has occurred and no funding has been committed to be expended towards implementation of the BRT and TSM enhancements. The revisions to the sections of the Final EIR are as set forth in this Revised FEIR.

RS-7 USES OF THE ENVIRONMENTAL DOCUMENT

Once an FEIR has been prepared, it is used by federal, state, regional, and local agencies to make a number of discretionary decisions regarding the project. MTA will decide on an alternative and whether to fund the project. In addition to these actions, other federal, state, regional, and local agencies may be required to take actions, and expect to use the final environmental document in considering those actions, which include:

U.S. Army Corps of Engineers	Approve permits (e.g. Section 404) for water crossings during construction
U.S. Environmental Protection Agency; Regional Water Quality Control Board	Approve permits (e.g. NPDES) during construction
Caltrans	Coordinate with Caltrans to cross SR 170 and I-405 freeways; use of park-ride lot for station—prior to construction
Southern California Association of Governments	Approve completion of MIS process; provide Clean Air Act conformity determination prior to Record of Decision
Regional Water Quality Control Board	Approve permits (e.g. NPDES) during construction
Los Angeles County Department of Public Works	Approve permits during construction
Los Angeles County Flood Control District	Approve water crossings (e.g. Tujunga Wash) prior to construction

City of Los Angeles Department of Transportation Various approvals for construction activities and traffic signalization and striping/signage changes during construction and for final restoration and operation

