

# Westside Subway Extension FEIS/FEIR Certification

Planning and Programming  
Committee

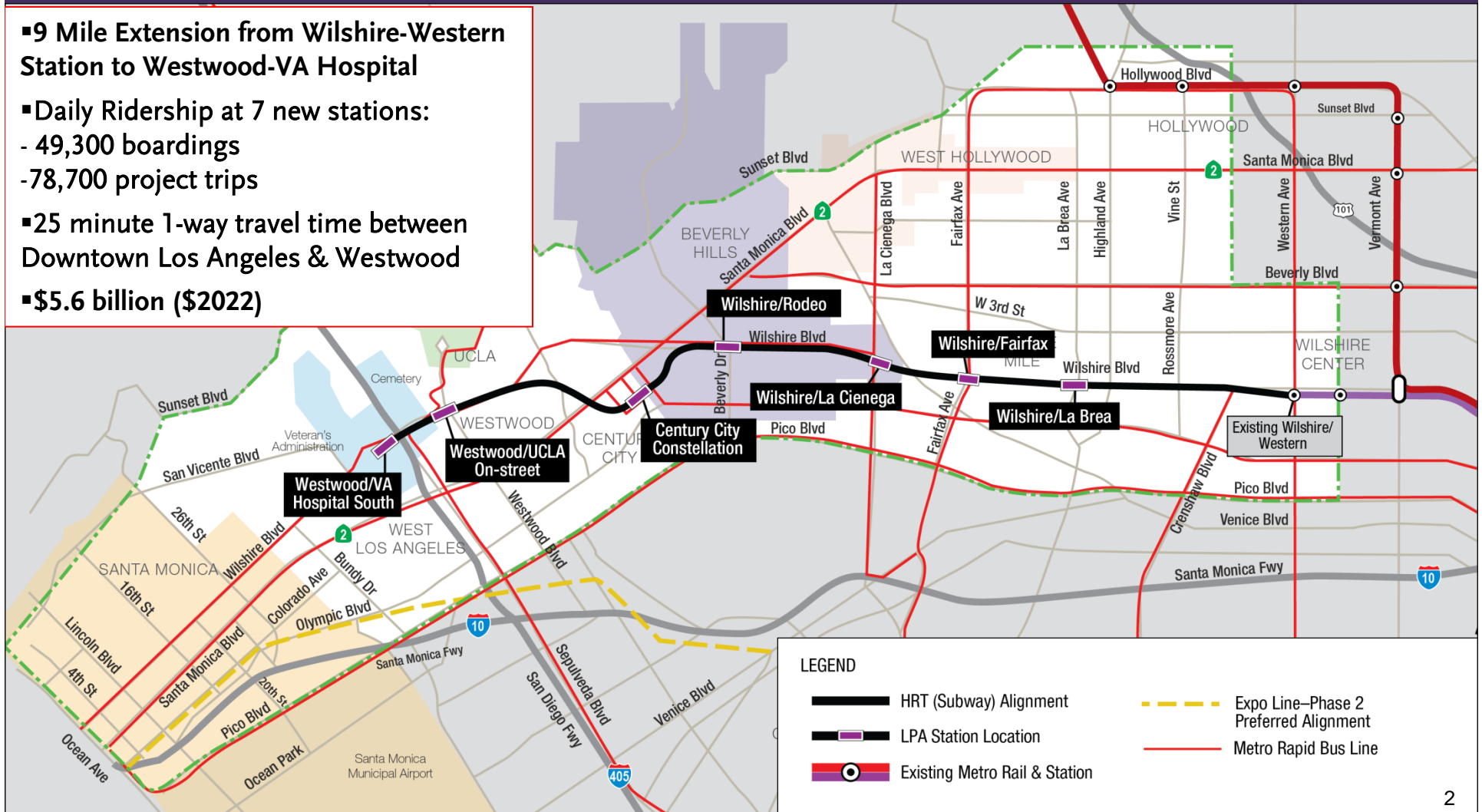
April 18, 2012



# Final EIS/EIR Released March 19, 2012

## Recommended Alignment & Station Locations

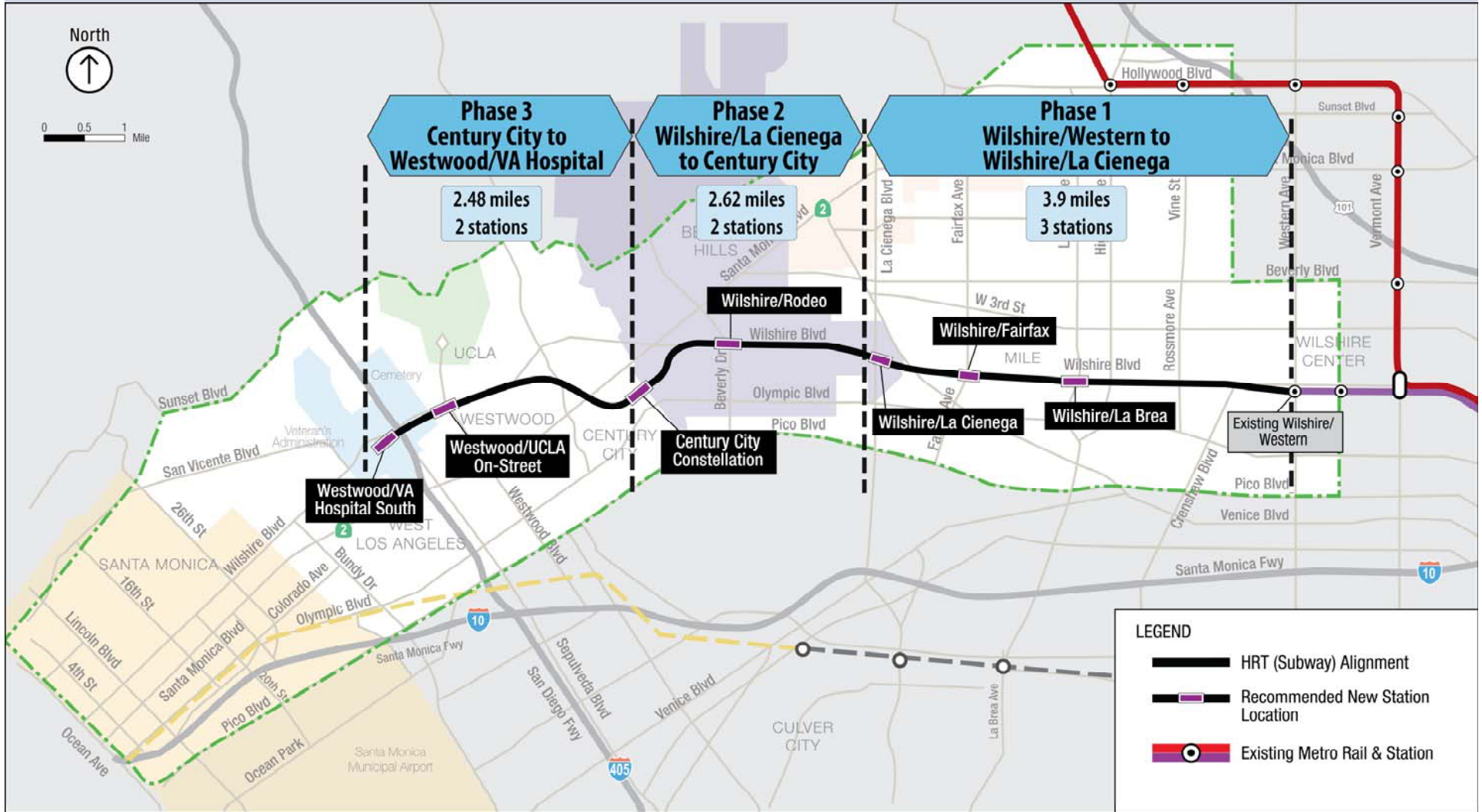
- **9 Mile Extension from Wilshire-Western Station to Westwood-VA Hospital**
- **Daily Ridership at 7 new stations:**
  - 49,300 boardings
  - 78,700 project trips
- **25 minute 1-way travel time between Downtown Los Angeles & Westwood**
- **\$5.6 billion (\$2022)**



# FEIS/FEIR Recommendations

- 1. Initial Construction Phase**
- 2. Station Locations and Alignments**
  - Century City
  - Westwood/UCLA
  - Westwood/VA Hospital
- 3. Station Entrance and Construction Staging Sites**
  - Seven New Stations
  - Modified Recommendation at Wilshire/Fairfax
- 4. Rail Storage Facility Expansion**
  - Downtown Los Angeles Rail Yard

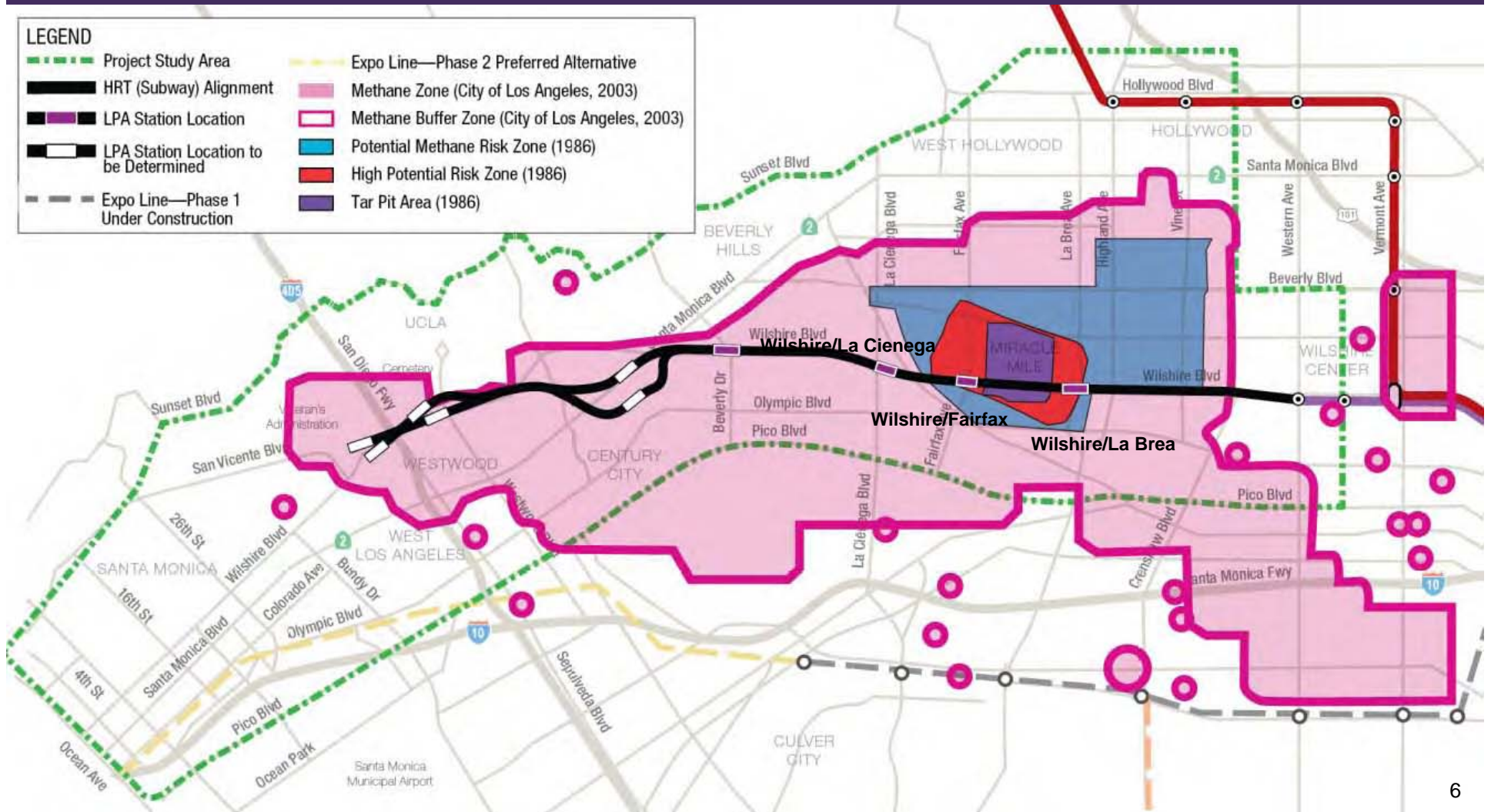
# 1) Initial Construction Segment



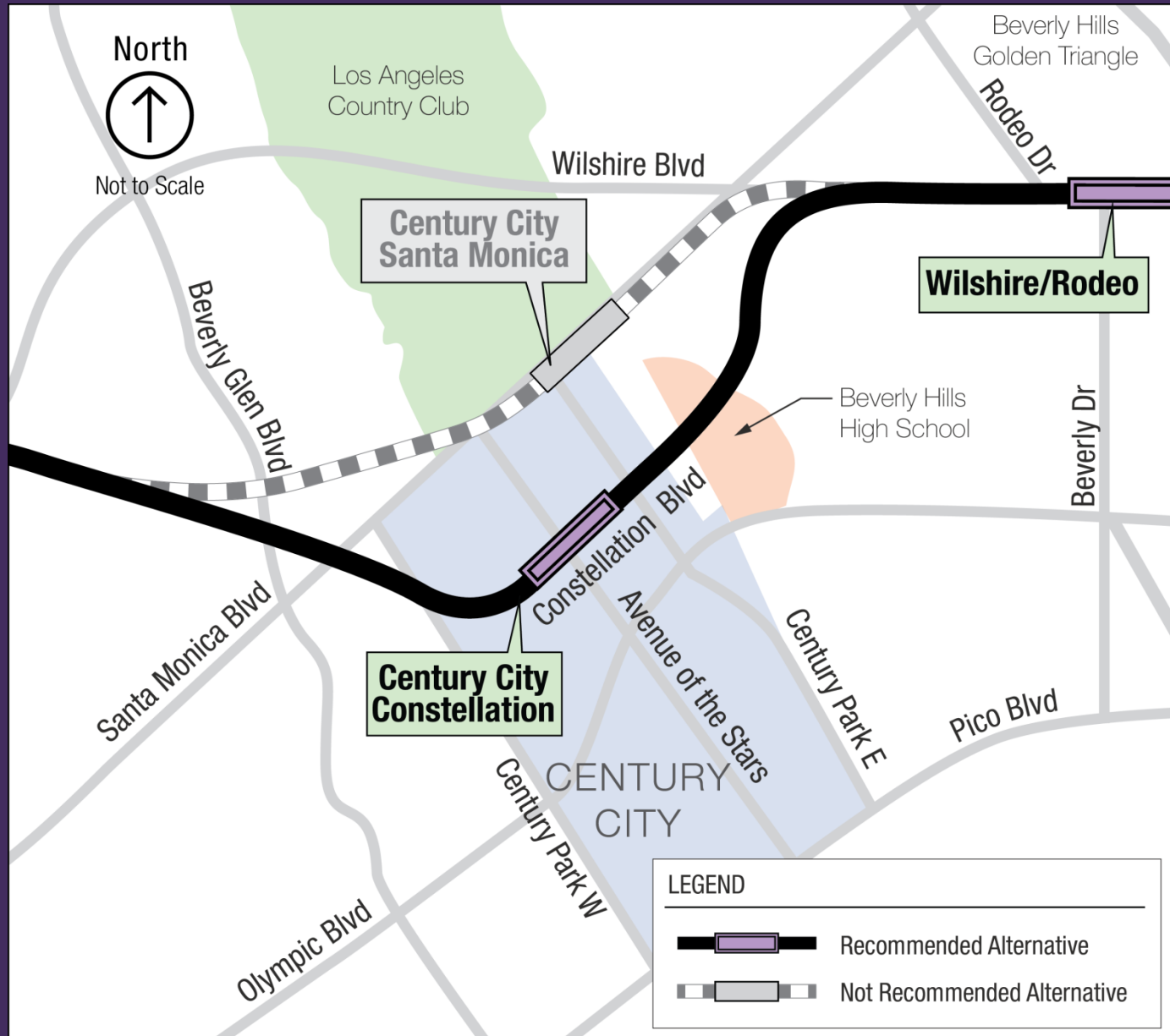
# 1) Moving Phase One Interim Terminus from Fairfax to La Cienega

- **Increases initial segment from 3.1 miles to 3.9 miles; reduces second segment from 3.5 miles to 2.6 miles**
- **Shifts \$381 million in costs from Phase 2 to Phase 1, reduces overall project costs by approximately \$50 million**
  - Eliminates need for more costly tunnel mining in Phase 2 (west of La Cienega)
  - Optimizes schedule for construction in gassy ground; less excavation of paleontological resources
  - Reduces real estate acquisition requirements at Fairfax near museums and historic properties
  - Improves operational efficiency of full line; reduces total number of crossovers from 6 to 5 (crossover not required at Fairfax)
  - No changes required to the design or construction of the Wilshire/La Cienega Station

# 1) Gassy Ground Concentrations in Initial Phase



# 2a) Century City Alignment and Station Location



## 2a) Century City Station & Tunnel Recommendation

- October 28, 2010 - Board approved DEIS/DEIR Locally Preferred Alternative and directed further study of Santa Monica Boulevard and Constellation Route Options during PE and FEIS/FEIR
- Specific studies explored safety/risks of tunneling under Beverly Hills High School, tunneling and station construction, and operation under Santa Monica and Constellation Boulevards
- October 19, 2011 – Two comprehensive studies completed and presented to MTA Planning & Programming Committee:
  - *Century City Area Tunneling Safety Report*
  - *Fault Investigation Report*



## 2a) Century City Station & Tunnel Recommendation

- **MTA Tunneling Safety and Fault Investigation Reports were prepared by Metro's Planning & Engineering Consultant Parsons Brinckerhoff with assistance from Metro's Tunnel Advisory Panel and national experts in seismic and fault investigation (James Dolan, Thomas Henyey and Thomas Rockwell).**
- **Independent Review Panel comprised of national experts reviewed the reports and endorsed the findings prior to their release (Lloyd Cluff, Lucile Jones, Paul Jennings and Thomas O'Rourke).**

# 2a) Century City Fault Investigation

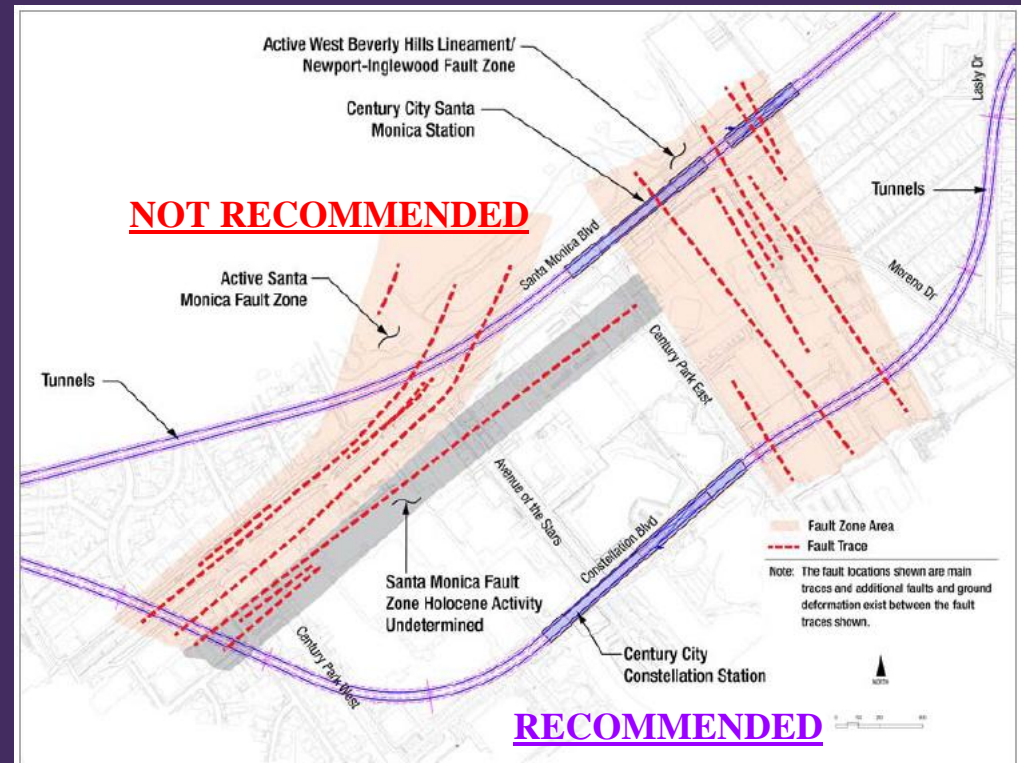
## Fault Investigation Findings

### • Santa Monica Boulevard

- Fault zone extends sub-parallel to Santa Monica Boulevard - area of complex faulting
- East station location is within West Beverly Hills Lineament/Newport Inglewood Fault zone

### • Constellation Boulevard

- Location is south and west of fault zones
- No evidence of faulting at station location



## 2a) Century City Tunnel Safety Review

### Tunnel Safety Findings

- Study evaluated seven categories of risk
  - Risk of Settlement
  - Noise & Vibration
  - Gassy Ground & Oil Wells
  - Tunneling Through Fault Zones
  - Use of School as an Emergency Evacuation Center
  - Impact to Plans to Expand and Remodel BHHS
  - Overall Risks to Students, Faculty and Community
- In all areas, the study found that the above concerns were resolved and mitigation strategies were identified to tunnel safely. These findings are also supported in the FEIS/FEIR

## 2a) Seismic/Geotechnical Studies

- **Reports Prepared by the City of Beverly Hills**
  - **Exponent Report**
    - Metro disagrees with Exponent
    - By using proven engineering principles, Metro emphasizes a stronger risk management approach than Exponent proposes
  - **Shannon & Wilson**
    - Metro agrees with Shannon & Wilson that tunneling can be safely accomplished under BHHS and other properties
- **Based on all data compiled to date:**
  - The station on Constellation Blvd. is suitable geologically and it is recommended
  - No station location above or below ground on Santa Monica Blvd. is acceptable because of active fault hazards

## 2a) Updated Century City Station Ridership Data

### 2035 Projected Weekday Boardings:

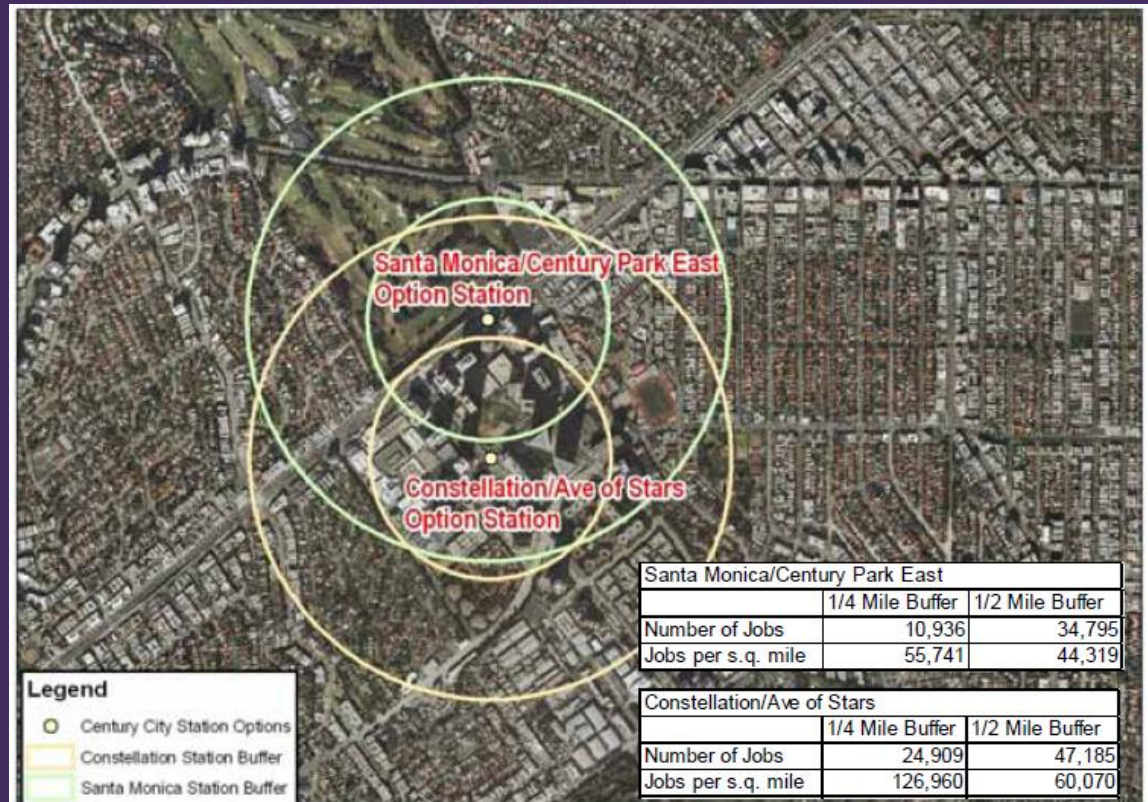
- Constellation Station: 8,600
- Santa Monica Station: 5,500

More jobs and job density  
near Constellation

Existing jobs within ¼ mile

Constellation: 20,200

Santa Monica: 10,300



Data Source: SCAG RTP08 Socio-economic Data, converted by LA Metro to Metro zone structure

## 2a) Century City Station and Alignment

- Reasons for Recommendation

- Seismic and Geotechnical Safety

- Risks for tunnel alignment in Beverly Hills have been addressed:

- Risk of Settlement
    - Noise and Vibration
    - Risk from Gassy Ground and Oil Wells
    - Tunneling through Fault Zones
    - Use of Beverly Hills High School as a Emergency Evacuation Center
    - Impacts to Future Plans to Remodel and Expand Beverly Hills H.S.
    - Overall Risks to Students, Faculty and Community

- Higher Ridership

# 2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignment and Station Recommendations



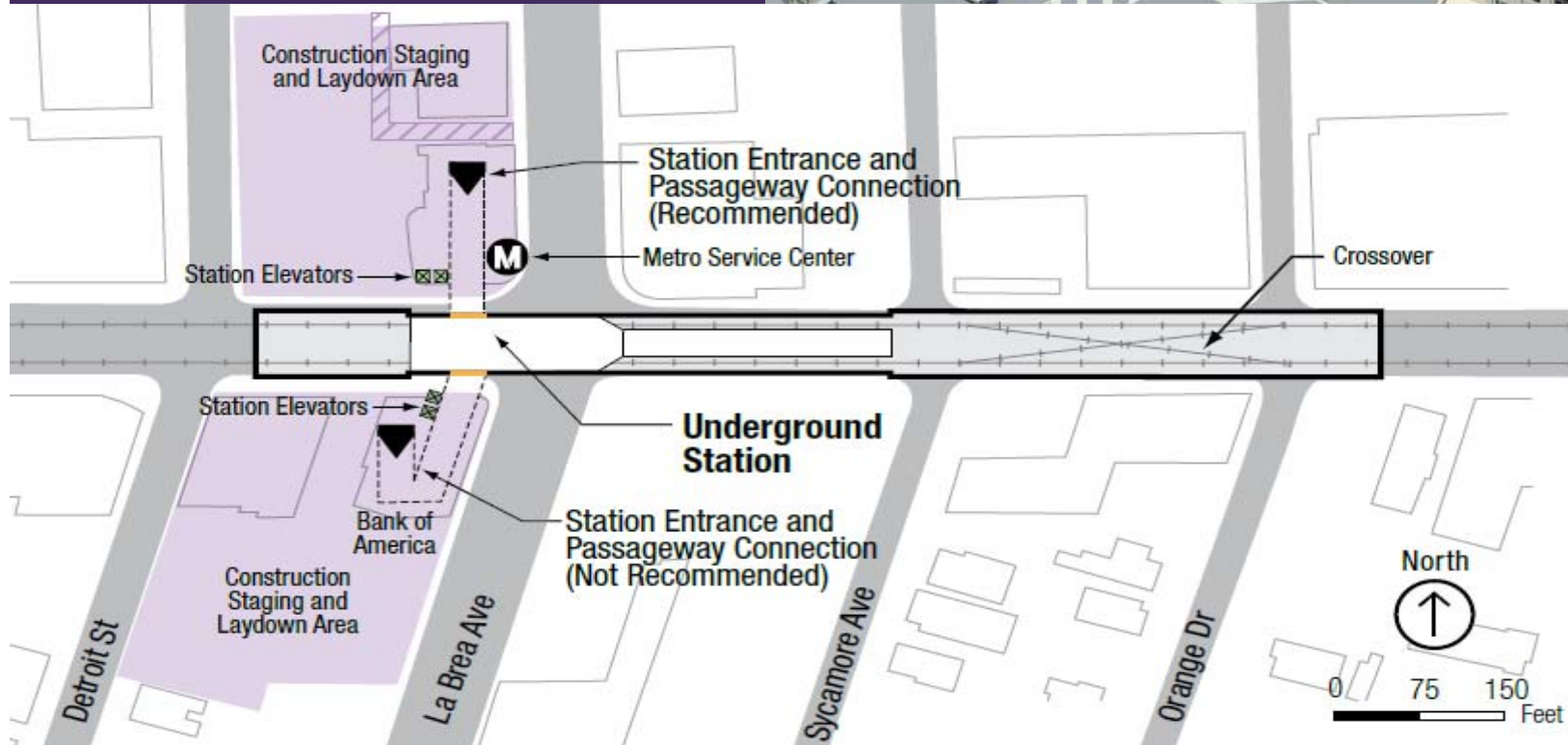
## 2b and 2c) Westwood/UCLA and Westwood/VA Hospital Alignments and Station Locations

- Westwood/UCLA Station Recommendation
  - Under Wilshire Boulevard between Westwood & Gayley
  - Easier to construct, fewer impacts to existing buildings
  - Only station requiring 2 entrances due to boardings
    - One at UCLA Lot 36
    - One “split” entrance on the west side of the Wilshire/Westwood intersection
- Westwood/VA Hospital Station Recommendation
  - South side of Wilshire at Bonsall
  - Less expensive location
  - Closer to hospital entrance
  - Better position for any future extension



# 3a) Wilshire/La Brea Station

- Recommended entrance at NW corner
- Both NW and SW corner needed for construction staging



## 3b) Wilshire/Fairfax Station

### <Change in Recommendation>



## 3b) Wilshire/Fairfax Station

### <Change in Recommendation>

- Comparison of Johnie's and Orange Grove Sites
  - Costs for either entrance are virtually identical as both sites are required for construction staging
  - Orange Grove is slightly farther from the intersection but closer to cultural institutions east of Fairfax
  - Attendance at LACMA, Page Museum and Rancho La Brea Tar Pits has grown dramatically providing greater proximity for more transit riders, if station is farther to the east
  - LACMA will undertake fundraising for a second entrance on north side of Wilshire in front of museum to open at same time as subway; provides opportunity for significantly enhanced entrance east of Fairfax

## 3b) Wilshire/Fairfax Station

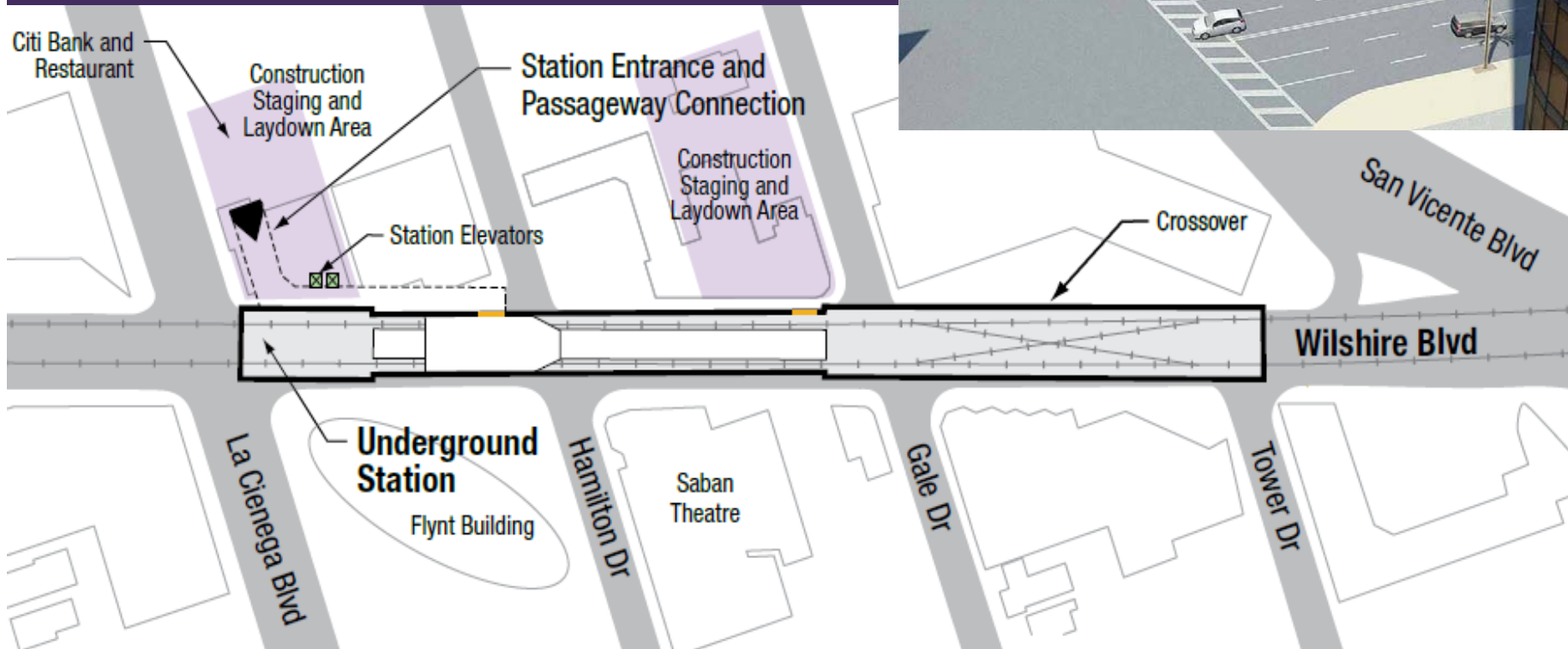
### <Change in Recommendation>

- MTA-funded Orange Grove subway entrance: South side of Wilshire directly opposite LACMA
- LACMA-funded entrance: North side of Wilshire between LACMA West and the Broad Contemporary Art Museum
- Both would be a short distance from the Wilshire/Fairfax intersection



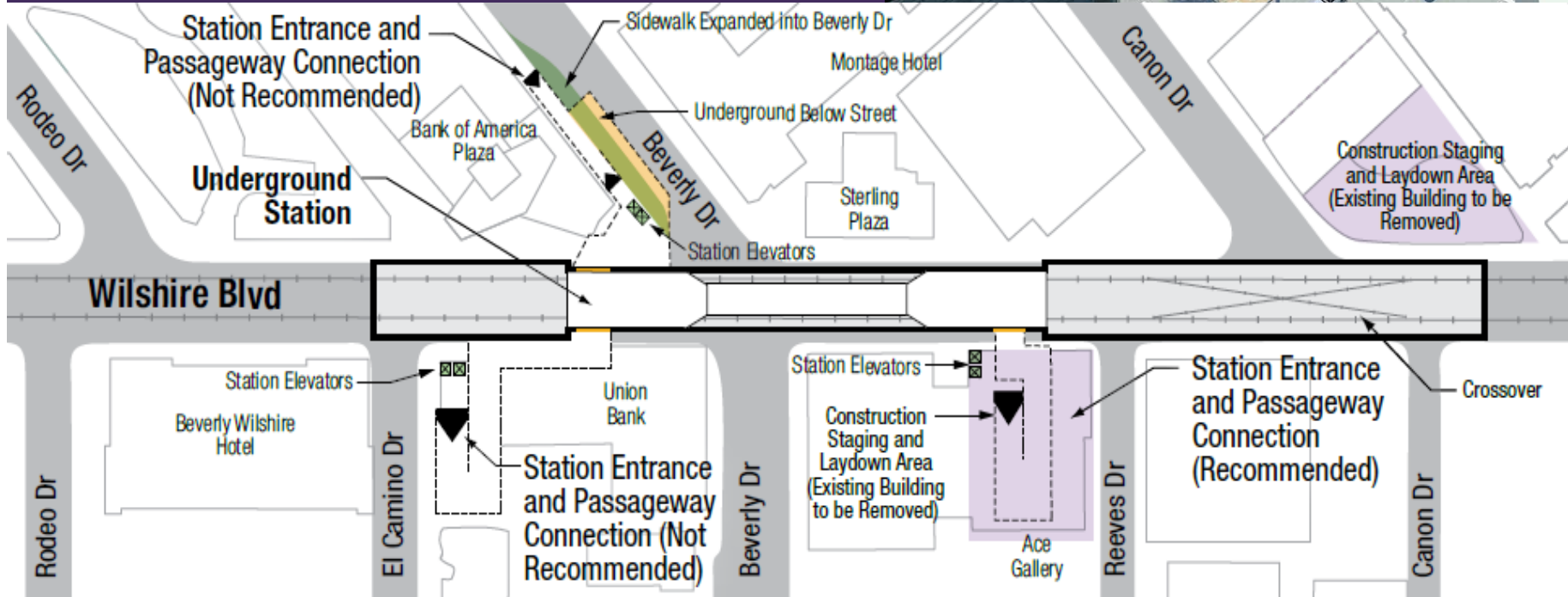
# 3c) Wilshire/La Cienega Station

- Recommended entrance & construction staging at NE corner
- NE corner Wilshire & Gale also needed for construction staging

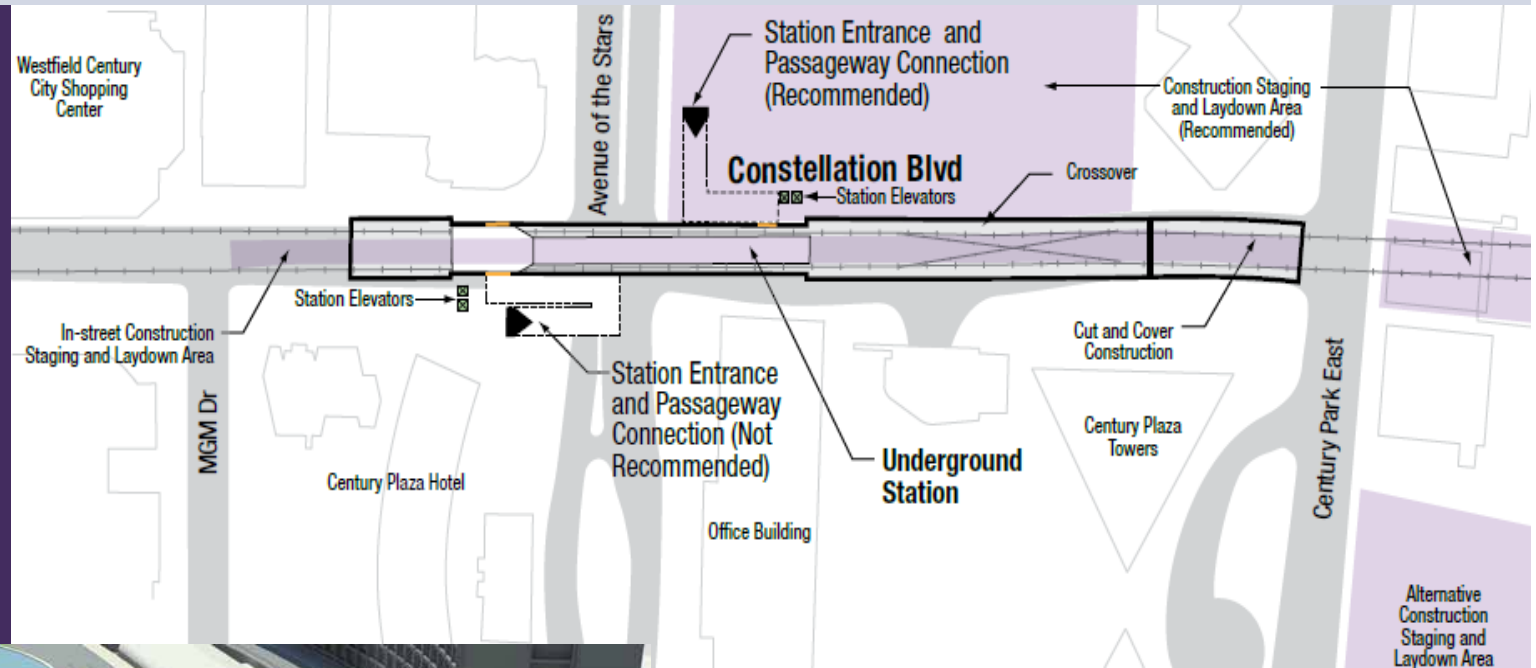


# 3d) Wilshire/Rodeo Station

- Recommended entrance & construction staging at SW corner Wilshire/Reeves
- Too many impacts for entrance options closer to Beverly & Rodeo
- NE corner Wilshire/Canon also needed for construction staging



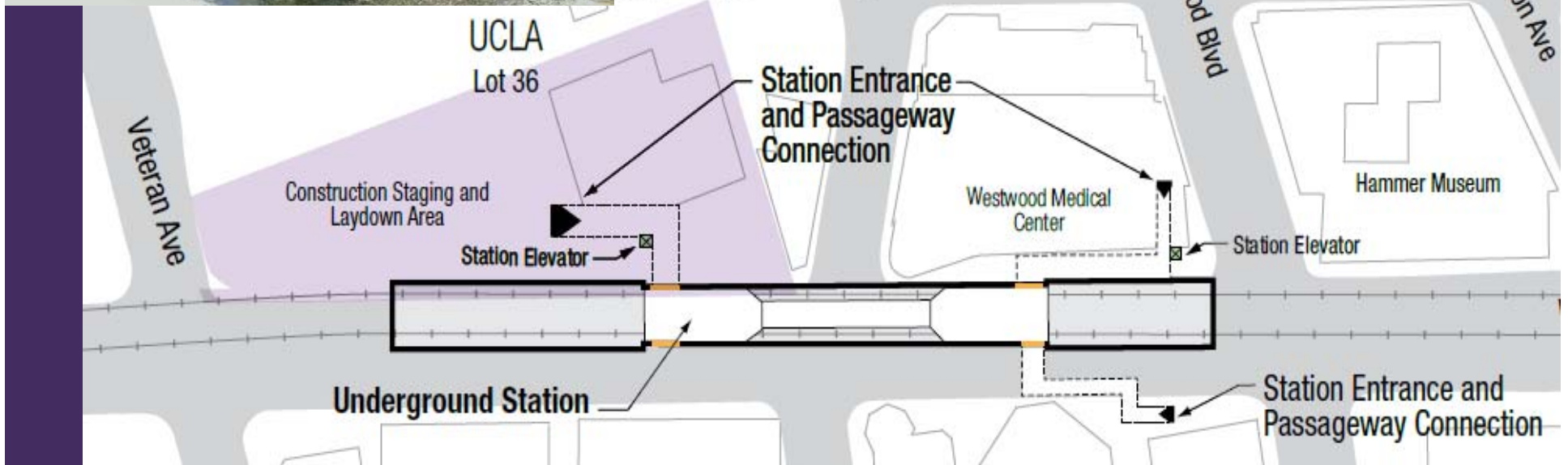
# 3e) Century City Station



- Recommended entrance & construction staging at NE corner Constellation/Ave of the Stars
- Alternate entrance on SW corner and alternate construction sites along Century Park East
- Working to provide direct pedestrian access way to Century City Mall, including obtaining any necessary easements, at no increase in project cost

## 3f) Westwood/UCLA Station

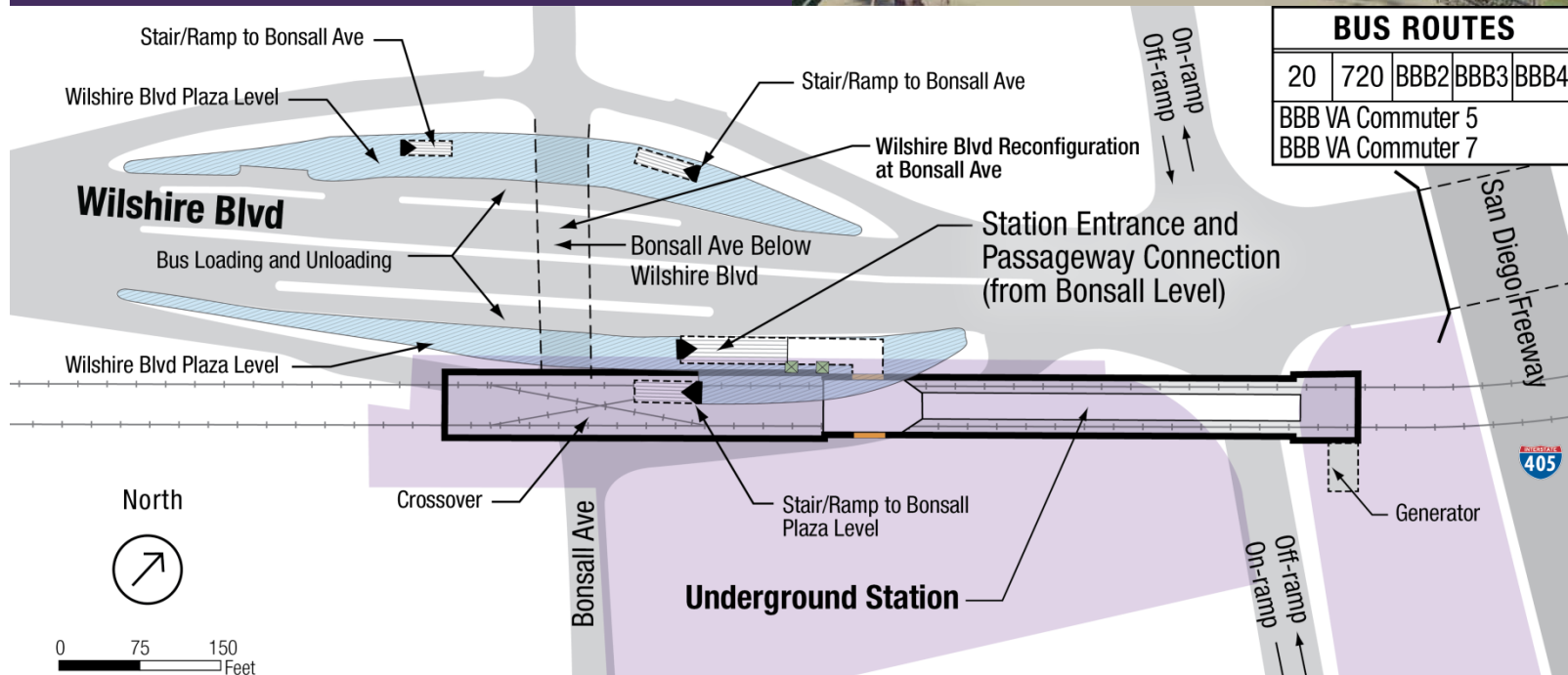
- Recommended entrances:
  - UCLA Lot 36
  - “Split” entrance on both western corners of Wilshire/Westwood. Couldn't fit a full entrance at any single corner
- Construction staging at UCLA Lot 36





# 3g) Westwood/VA Hospital Station

- Recommended entrance at Bonsall, south side of Wilshire
- Construction staging in VA parking lot and perhaps elsewhere on VA campus with replacement parking and other mitigations
- Working to improve bike & pedestrian connection and drop-off options for this station



# 4) Downtown LA Rail Yard Expansion



# Next Steps

## CEQA

- **April 23, 2012: End of CEQA 30-day public availability period**
- **April 26, 2012: Anticipated CEQA Environmental Action by MTA Board**
  - File Notice of Completion with County Recorder and State Clearinghouse

## NEPA

- **May 23, 2012: Close of Federal Transit Administration (FTA) public availability period**
  - MTA will continue to forward all public input received to FTA
- **FTA issues Record of Decision**
- **Request approval to enter Final Design**

# Pre-Construction Planning Activities

- **Seek Full Funding Grant Agreement (FFGA)**
- **Developing location-specific construction mitigations**
- **Continuing planning to improve access to all stations**
- **Real estate appraisals acquisitions**
- **Contracting**
- **Community outreach**
- **Field testing**