

Westside Subway Extension

Final Environmental Impact Statement/Environmental Impact Report—Volume 4
APPENDIX F: *Notice of Intent/Notice of Preparation/Notices of Availability/
Notice of Completion*



U.S. Department
of Transportation
Federal Transit
Administration

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Notice of Intent

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

**Intent to Prepare an Environmental Impact Statement for Subway Transit Improvements
in the Westside Extension Transit Corridor, Los Angeles, California**

AGENCY: Federal Transit Administration, DOT

ACTION: Notice of Intent to Prepare an Environmental Impact Statement

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) intend to prepare an Environmental Impact Statement (EIS) for the proposed Westside Subway Extension in Los Angeles County, California. The proposed project would provide for subway and other transit improvements within the Westside Extension Transit Corridor.

The study area is east-west oriented and includes portions of five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, as well as portions of unincorporated Los Angeles County, California. The study area is generally defined as extending north to the base of Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard, and west to the Pacific Ocean.

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations. LACMTA will also use the EIS document to comply with the California Environmental Quality Act (CEQA), which requires an Environmental Impact Report (EIR). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIS process

(including providing comments on the scope of the Draft Environmental Impact Statement (DEIS)), to announce that public scoping meetings will be conducted, and to identify participating and cooperating agency contacts.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to LACMTA on or before April 30, 2009 at the address below. See **ADDRESSES** below for the address to which written public comments may be sent. Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates:

- Monday, April 13, 2009, from 6:00 p.m. to 8:00 p.m., at Los Angeles County Museum of Art, 5905 Wilshire Boulevard, Los Angeles, CA 90036.
- Tuesday, April 14, 2009, from 6:00 p.m. to 8:00 p.m., at Plummer Park, 7377 Santa Monica Boulevard, West Hollywood, CA 90046.
- Thursday, April 16, 2009, from 6:00 p.m. to 8:00 p.m., at Beverly Hills Public Library, 444 N. Rexford Drive, Beverly Hills, CA 90210.
- Monday, April 20, 2009, from 6:00 p.m. to 8:00 p.m., at Westwood Presbyterian Church, 10822 Wilshire Boulevard, Los Angeles, CA 90024.
- Thursday, April 23, 2009, from 6:00 p.m. to 8:00 p.m., at Santa Monica Public Library, 601 Santa Monica Boulevard, Santa Monica, CA 90401.

The project's purpose and need, and the description of alternatives for the proposed project will be presented at these meetings. The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Jody Litvak,

Community Relations Manager, Los Angeles County Metropolitan Transportation Authority (LACMTA) at 213-922-1240, or litvakj@metro.net.

Scoping materials will be available at the meetings and on the LACMTA website (www.metro.net/westside). Paper copies of the scoping materials may also be obtained from Ms. Jody Litvak, Community Relations Manager, LACMTA, at 213-922-1240, or litvakj@metro.net. An interagency scoping meeting will be held on Monday, April 13, 2009 from 10:00 a.m. to 12:00 p.m. at the LACMTA, in the Windsor Conference Room, 15th Floor, One Gateway Plaza, Los Angeles, CA 90012. Representatives of Native American tribal governments and of all federal, state, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

ADDRESSES: Written comments should be sent to Mr. David Mieger, AICP, Project Director and Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (LACMTA), One Gateway Plaza, Los Angeles, CA 90012, phone 213-922-3040, e-mail address miegerd@metro.net. The locations of the public scoping meetings are given above under

DATES.

FOR FURTHER INFORMATION CONTACT: Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone 213-202-3956, e-mail ray.tellis@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and LACMTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the

evaluation methods to be used. Comments should focus on: alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives, and the identification of any significant social, economic, or environmental issues relating to the alternatives.

Project Initiation

The FTA and LACMTA will prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Westside Extension Transit Corridor pursuant to 23 U.S.C. 139 and the California Environmental Quality Act (CEQA). LACMTA is serving as the local lead agency for purposes of CEQA environmental clearance, and FTA is serving as the federal lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance.

This notice shall alert interested parties to the preparation of the EIS/EIR, describe the alternatives under consideration, invite public participation in the EIS/EIR process, and announce the public scoping meetings. FTA and LACMTA will invite interested federal, state, tribal, regional and local government agencies to be participating agencies under the provisions of Section 6002 of SAFETEA-LU.

Purpose and Need for the Project

The purpose of the project is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Study Area by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. This proposed subway improvement will bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time. On a county-wide level, the project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the

Study Area. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Red/ Metro Purple Line rail and bus services beyond their current termini near Highland Avenue and/or Western Avenue in Los Angeles as far as Ocean Avenue in Santa Monica.

Mobility problems and the need for improvements in this corridor have been well documented in many studies, including the numerous Metro Red Line planning studies, Southern California Association of Governments (SCAG) planning studies, the Mid-City/Westside Transit Corridor Re-Evaluation/Major Investment Study (2000), the Metro Rapid Demonstration Project (2000), the Mid-City/Westside Transit Corridor Draft EIS/EIR (2001), the American Public Transit Association Review of Wilshire Corridor Tunneling (2005), and in the Southern California Association of Governments Regional Transportation Plan (2008).

Most recently, an Alternatives Analysis Study for the Westside Extension Transit Corridor as required by 49 U.S.C. §5309 for New Starts-funded projects, was completed and, was adopted by the LACMTA Board of Directors on January 22, 2009, and is available for review on the project website at www.metro.net/westside.

The proposed Westside Subway Extension project is included as one of the projects to be partially funded by Measure R, the countywide sales tax initiative approved by the Los Angeles County voters in November 2008.

Additional considerations supporting the project's need include:

- The high concentration of regional activity centers and destinations within the Westside Extension Transit Corridor.

- Increasing traffic congestion on the highway network throughout the Westside Extension Transit Corridor, which has led to public and political support for a high-capacity transit alternative to the automobile.
- The “Centers Concept” General Plan of the City of Los Angeles that is transit-based.
- The General Plan Framework Plan of the City of Los Angeles guides future development by planning for transportation, housing, the environment, parks, noise, safety and land use.
- City of Beverly Hills Mass Transit Committee Final Report.
- Recommendations for the proposed land use designations for the land use and circulation element of the City of Santa Monica.
- General Plan Community Fair for City of West Hollywood.
- The existing concentration of transit-supportive land uses within the Westside Extension Transit Corridor.
- Concurrence with transit-supportive land uses as supported by the City of Los Angeles/Metro Land Use Transportation Policy.
- High densities of both population and employment within the Westside Extension Transit Corridor.
- Local redevelopment plans that are highly supportive of, and dependent on, high-capacity transit services.
- The existing high ridership levels on bus lines within the Westside Extension Transit Corridor.
- Significant transit-dependent population within the Westside Extension Transit Corridor.

- Forecasts of significant population and employment growth within the Westside Extension Transit Corridor.
- Existing and future travel demand patterns that demonstrate a strong and growing demand for high-capacity transit in the Westside Extension Transit Corridor.
- Emerging travel patterns associated with a job-rich study area that has led to significant westbound congestion during the morning rush hours and corresponding eastbound congestion during the evening rush hours.
- Local policy that is directed toward travel demand management and transit solutions, rather than expansion of the street and highway network.
- Strategy to respond to climate change.

The public and participating and cooperating agencies are invited to consider and comment on this statement of the purpose and need for the proposed subway project.

Project Location and Environmental Setting

The proposed subway extension project is in western Los Angeles County and includes portions of five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, as well as portions of unincorporated Los Angeles County. The project is generally bounded by the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard, and west to the Pacific Ocean. Project length for the Wilshire Boulevard Alignment Heavy Rail (Alternative 1) is 12.5 miles extending from the Metro Purple Line Wilshire/Western Station to 4th Street and Wilshire Boulevard in Santa Monica and would include 10 stations and 1 optional station. Wilshire/Santa Monica Boulevards Combined HRT Subway (Alternatives 11) includes the full Wilshire Boulevard HRT Subway and adds a second line extending west from

the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills. The total combined line is 17 miles long and includes 14 stations and 1 optional station. Population and employment densities in the Project area are among the highest in the metropolitan region, averaging approximately 13,100 persons per square mile and 12,500 jobs per square mile. These high population and employment concentrations make the Project Area one of the densest places to live and work in the county.

The proposed Westside Subway Extension project would offer a viable alternative to driving in the heavily congested Project Area. The mobility improvements offered by such a system will improve job accessibility for transit-dependent residents within, as well as outside, the Project Area, as well as greater Los Angeles, and improve transportation equity for all population groups. The high-quality transit solution will complement existing transit-supporting land uses and present new opportunities for mixed-use and high-density development in the Project Area.

The various alternatives to be considered for the Westside Subway Extension project generally traverse Wilshire Boulevard from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica (Alternative 1), and a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills (Alternative 11).

Alternatives

The Westside Subway Extension proposes to extend the Metro Rail heavy rail technology from the terminus of the Metro Purple Line at the Wilshire/Western station and potentially a second leg from the Metro Red Line at the Hollywood/Highland station to downtown Santa

Monica. The Alternatives Analysis (AA) Study was completed in January 2009. The process began with the identification of initial conceptual alternatives and early public and agency scoping. Then a set of 17 initial conceptual alternatives was identified, screened, and narrowed down to a most promising set of five alternatives. These five alternatives were then evaluated at a more detailed level and as a result, the following two subway alignment alternatives plus the No Build and Transportation Systems Management (TSM) alternatives were recommended to be carried forward for analysis in the EIS:

Wilshire Boulevard Alignment Heavy Rail Transit (HRT) Subway: This alternative alignment extends underground from the Metro Purple Line Wilshire/Western station to 4th Street and Wilshire Boulevard in Santa Monica. It has 10 stations and 1 optional station. The alignment is generally under Wilshire Boulevard with various route alignments between Century City and Santa Monica.

Wilshire/Santa Monica Boulevard Combined HRT Subway: This alignment alternative extends underground from the Metro Purple Line Wilshire/Western station and from the Metro Red Line at the Hollywood/Highland station to 4th Street and Wilshire Boulevard in Santa Monica. It has 14 stations and 1 optional station.

This alternative has two alignment options in the Beverly Center area. One option follows San Vicente Boulevard from Santa Monica Boulevard to La Cienega Boulevard, where it curves south and then west to meet the Wilshire Boulevard alignment. The second option follows La Cienega Boulevard from Santa Monica Boulevard, past the Beverly Center, and curves west at Wilshire Boulevard.

No Build Alternative: This EIS will also consider the No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit

projects in the current LACMTA Long Range Transportation Plan and the current 2008 Southern California Association of Governments' Regional Transportation Plan. No new infrastructure would be built within the Study Area, aside from projects currently under construction, or funded for construction and operation by 2030 by the recently approved Measure R and identified in the LACMTA Long Range Transportation Plan. Proposed major highway improvements affecting the Westside Extension Transit Corridor between now and 2030 include completing missing segments of high occupancy vehicle (HOV) lanes on Interstate 405 (I-405) Freeway. From a rail transit perspective, the No Build Alternative includes the Metro Purple and Metro Red Lines along the eastern and northeastern edges of the study area. This alternative also includes a rich network of local, express, and Metro Rapid bus routes that will continue to be provided, with both bus route and additions and modifications proposed.

Transportation System Management (TSM) Alternative: The EIS will also consider the TSM Alternative which enhances the No Build Alternative and improves upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area. This alternative emphasizes more frequent service and low cost capital and operations improvements to reduce delay and enhance mobility. Although the frequency of service is already very good, this alternative considers improved bus services during peak periods on selected routes.

In addition to the alternatives described above, other transit alternatives not previously considered in the Alternatives Analysis Study and brought forward during the public and agency scoping process will be evaluated for potential inclusion in the EIS.

Probable Effects

The purpose of the EIS process is to explore, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and LACMTA will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed subway project. Impact areas to be addressed include: transportation, land use and development, land acquisition, displacements and relocations, cultural resources (including historical, archaeological and paleontological resources and parklands/recreation areas), community and neighborhood compatibility and environmental justice, visual and aesthetic impacts, natural resources (including air quality, wetlands, water resources, noise, vibration), climate change and energy use, safety and security, geotechnical factors (including subsurface and seismic hazards) and hazardous materials, and wildlife and ecosystems (including endangered species). Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

FTA Procedures

The regulations implementing NEPA, including the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and LACMTA do the following: (1) extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies;” (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to

become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and LACMTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted by LACMTA on the project webpage at www.metro.net/westside. The public involvement program includes a full range of activities including the project webpage on the LACMTA website, development and distribution of project newsletters, and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the public involvement program.

LACMTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) Part 611). The New Starts regulation requires a planning Alternatives Analysis that leads to the selection of a Locally Preferred Alternative and the inclusion of this alternative in the long-range transportation plan adopted by the LACMTA and Southern California Association of Governments. LACMTA has completed the planning Alternatives Analysis Study in January 2009. The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering.

This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with the National Environmental Policy Act and its implementing regulations issued by the Council on Environmental Quality (40 CFR Parts 1500-1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771). In accordance with 23 CFR 771.105(a) and 771.133, FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the environmental and public hearing provisions of Federal transit laws (49 U.S.C. 5301(e), 5323(b), and 5324); the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR Part 93); the Section 404(b)(1) guidelines of EPA (40 CFR Part 230); the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800); the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402); Section 4(f) of the Department of Transportation Act (23 CFR 771.135); and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

Issued on:

Leslie T. Rogers
Regional Administrator
Federal Transit Administration, Region IX

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Notice of Preparation

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Westside Subway Extension

SCH Number: 2009031083**Document Type:** NOP - Notice of Preparation**Project Lead Agency:** Los Angeles County**Project Description**

The proposed project addresses the mobility needs within the Westside Subway Extension Transit Corridor by providing faster and more reliable high-capacity public transportation than existing bus services, which operate in mixed-flow traffic. This improvement will bring about a significant increase in east-west capacity within the Corridor by extending the benefits of the existing Metro Red/Metro Purple Line rail services beyond their current termini at Wilshire/Western Station and a combined alternative that would also extend the Metro Red Line at the Hollywood/Highland Station in Los Angeles to the Westside of Los Angeles and Santa Monica. Project length for the Wilshire Boulevard Alignment Heavy Rail (Alternative 1) is 12.5 miles extending from the Metro Purple Line Wilshire/Western Station to 4th Street and Wilshire Boulevard in Santa Monica and would include 10 stations and 1 optional station. Wilshire/Santa Monica Boulevards Combined HRT Subway (Alternative 11) includes the full Wilshire Boulevard HRT Subway and adds a second line extending west from the Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to join the Wilshire Line in Beverly Hills. The total combined line is 17 miles long and includes 14 stations and 1 optional station. In addition, any other alternatives identified during scoping meetings that have not previously been evaluated will be addressed in the EIR.

Contact Information**Primary Contact:**

David Mieger

Los Angeles County Metropolitan Transportation Authority -LACMTA

(213) 922-3040

One Gateway Plaza

Los Angeles, CA 90012

Project Location

County: Los Angeles

City: Los Angeles, City of, Beverly Hills, Santa Monica, ...

Region:

Cross Streets: Vermont Ave,Western Ave,La Brea,La Cienega,Beverly Dr.,Lincoln Ave
Latitude/Longitude:
Parcel No: Various
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-405,I-10,I-110
Airports: D. Douglas (Santa Monica)
Railways: Metrolink, Metro Rail BNSF
Waterways: Los Angeles River
Schools: Various
Land Use: Commercial, Residential, Institutional, Public Facility, Transportation/Commercial,
Residential, Institutional, Public Facility, Transportation

Development Type

Transportation: Other

Local Action

Other Action

Project Issues

Landuse, Cumulative Effects, Other Issues, Flood Plain/Flooding, Aesthetic/Visual, Air Quality, Archaeologic-Historic, Coastal Zone, Drainage/Absorption, Economics/Jobs, Fiscal Impacts, Geologic/Seismic, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Wetland/Riparian, Wildlife, Growth Inducing

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; **Department of Conservation**; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received: 3/24/2009 **Start of Review:** 3/24/2009 **End of Review:** 5/7/2009

Notices of Availability

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estimated to average 10 to 30 minutes per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements which have subsequently changed; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

The ICR provides a detailed explanation of the Agency's annual estimate, which is only briefly summarized here:

Estimated total number of potential respondents: 5,800.

Frequency of response: Annual.

Estimated total average number of responses for each respondent: 1.

Estimated total annual burden hours: 1,248 hours.

Estimated total annual costs:

\$82,423.88. This does not include an estimated burden cost of \$61,552.96 and an estimated cost of \$100,000 for capital investment or maintenance and operational costs.

Are there changes in the estimates from the last approval?

Yes. Hours were removed for the certification program collection include in the previous ICR. Fewer hours for EPA are anticipated for the survey work due to a decreased level of sophistication in the analysis and decreased effort being needed to solicit survey responses. More hours were added for teachers completing the educator survey and administering the student survey. Finally, registering such a large number of teachers has resulted in more hours needed at EPA. Hours and burden for educators is about the same; hours for students has also decreased significantly. The bottom line burden hours increased along with the total cost.

What is the next step in the process for this ICR?

EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval pursuant to 5 CFR 1320.12. At that time, EPA will issue

another **Federal Register** notice pursuant to 5 CFR 1320.5(a)(1)(iv) to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB. If you have any questions about this ICR or the approval process, please contact the technical person listed under **FOR FURTHER INFORMATION CONTACT**.

Dated: August 26, 2010.

Kristinn Vazquez,

Acting Director, Stratospheric Protection Division, Office of Air and Radiation.

[FR Doc. 2010-22072 Filed 9-2-10; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-8992-5]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-1399 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 08/23/2010 Through 08/27/2010 Pursuant to 40 CFR 1506.9.

Notice

In accordance with Section 309(a) of the Clean Air Act, EPA is required to make its comments on EISs issued by other Federal agencies public. Historically, EPA has met this mandate by publishing weekly notices of availability of EPA comments, which includes a brief summary of EPA's comment letters, in the **Federal Register**. Since February 2008, EPA has been including its comment letters on EISs on its Web site at: <http://www.epa.gov/compliance/nepa/eisdata.html>. Including the entire EIS comment letters on the Web site satisfies the Section 309(a) requirement to make EPA's comments on EISs available to the public. Accordingly, on March 31, 2010, EPA discontinued the publication of the notice of availability of EPA comments in the **Federal Register**.

EIS No. 20100341, Draft EIS, FHWA, WA, Cattle Point Road Realignment Project, To Maintain Vehicular, Bicycle, and Pedestrian Road Access, San Juan Island National Historical Park and Cattle Point Natural Resources Conservation Area, San Juan County, WA, Comment Period Ends: 11/01/2010, Contact: Peter Dederich 360-348-2223.

EIS No. 20100342, Draft EIS, FHWA, CA, Interstate 80/Interstate 680/State

Route 12 Interchange Project, Proposal to Ease Traffic Congestions, Accommodate Projected Growth, and Improve Safety, Solano County, CA, Comment Period Ends: 10/18/2010, Contact: Lanh Phan 916-498-5046.

EIS No. 20100343, Draft EIS, BLM, NV, Tonopah Solar Energy Crescent Dunes Solar Energy Project, a 7,680-Acre Right-of-Way (ROW) on Public Lands to Construct a Concentrated Solar Thermal Power Plant Facility, Nye County, NV, Comment Period Ends: 10/18/2010, Contact: Timothy Coward 775-482-7830.

EIS No. 20100344, Final EIS, TVA, TN, Douglas and Nolichucky Tributary Reservoirs Land Management Plan, Implementation, Cocke, Greene, Hamblen, Jefferson and Sevier Counties, TN, Wait Period Ends: 10/04/2010, Contact: Amy Henry 865-632-4045.

EIS No. 20100345, Draft EIS, BR, CA, Upper Truckee River Restoration and Golf Course Reconfiguration Project, To Restore Natural Geomorphic Ecological Process, Lake Tahoe, EL Dorado County, CA, Comment Period Ends: 11/01/2010, Contact: Doug Kleinsmith 916-978-5034.

EIS No. 20100346, Draft EIS, BLM, 00, Jarbidge Draft Resource Management Plan, Implementation, Elmore, Owy Lee, and Twin Falls Counties in South-Central, ID and Elko County in Northern, CA, Comment Period Ends: 11/30/2010, Contact: Richard Vander 208-736-2380.

EIS No. 20100347, Draft EIS, FHWA, CA, CA-76 South Mission road to Interstate 15 Highway Improvement Project, Proposes to Widen and Realign/a Two Lane Highway, San Diego County, CA, Comment Period Ends: 11/01/2010, Contact: Cesar Perez 916-498-5065.

EIS No. 20100348, Final EIS, FERC, ID, Swan Falls Hydroelectric Project, Application for a New License for the 25-megawatt Hydroelectric Facility (FERC Project No. 503-048), Snake River, Ada and Owyhee Counties, ID, Wait Period Ends: 10/04/2010, Contact: Mary O'Driscoll 1-866-208-3372.

EIS No. 20100349, Draft Supplement, FHWA, WI, Wisconsin Highway Project, Mobility Motorized and Nonmotorized Travel Enhancements, Updated Information on New Alternatives, and Evaluates a Staged Improvement, US18/151 (Verona Road) and the US 12/14 (Beltline) Corridors, Dane County, WI, Comment Period Ends: 10/29/2010, Contact: Johnny Gerbitz 608-829-7500.

EIS No. 20100350, Final EIS, NRC, WI, GENERIC—License Renewal of Nuclear Plants for Kewaunee Power Station, Supplement 40 to NUREG-1437, Kewaunee County, WI, Wait Period Ends: 10/04/2010, Contact: Dan Doyle 301-415-3748.

EIS No. 20100351, Draft EIS, NRC, GA, Vogtle Electric Generating Plant Units 3 and 4, Construction and Operation, Application for Combined Licenses (COLs), NUREG-1947, Waynesboro, GA, Comment Period Ends: 11/16/2010, Contact: Mallecia Sutton 301-415-0673.

EIS No. 20100352, Draft EIS, FTA, CA, Regional Connector Transit Corridor Project, Proposes a Light Rail Extension Connecting Metro Gold Line to the Metro Blue Line and the Metro Expo Line, Los Angeles County, CA, Comment Period Ends: 10/18/2010, Contact: Ray Tellis 213-202-3950.

EIS No. 20100353, Draft EIS, FTA, CA, Westside Subway Extension Transit Corridor Project, Extension of the Existing Metro Purple Line and Metro Red Line Heavy Rail Subway, Los Angeles County Metropolitan Transportation Authority, Los Angeles County, CA, Comment Period Ends: 10/18/2010, Contact: Ray Tellis 213-202-3950.

EIS No. 20100354, Final EIS, NPS, 00, South Florida and Caribbean Parks Exotic Plant Management Plan, Manage and Control Exotic Plants in Nine Parks, Five in South Florida Parks: Big Cypress National Preserve, Biscayne National Park, Canaveral National Seashore, Dry Tortugas National Park, Everglades National Park and Four in Caribbean Parks: Buck Island Reef National Monument, Christiansted National Historic Site, Salt River Bay National Historic Park and Ecological Preserve and Virgin Islands National Park, Florida and Caribbean, Wait Period Ends: 10/04/2010, Contact: Sandra Hamilton 303-969-2068.

EIS No. 20100355, Draft Supplement, FRA, NV, DesertXpress High-Speed Passenger Train Project, Updated Information on Project Modification and Additions, Proposes to Construct and Operate High-Speed Passenger Train between Victorville, California and Las Vegas, Nevada, Comment Period Ends: 10/18/2010, Contact: Wendy Messenger 202-493-6396.

EIS No. 20100356, Draft EIS, NPS, WA, Stehekin River Corridor Implementation Plan, General Management Plan, Implementation, Lake Chelan National Recreation Area, North Cascades National Park Service Complex, WA, Comment

Period Ends: 12/13/2010, Contact: Jon Riedel 360-873-4590, Ext 21.

EIS No. 20100357, Final EIS, USFS, SD, Nautilus Project Area, Multiple Resource Management Actions, Implementation, Black Hills National Forest, Northern Hills Ranger District, Lawrence, Meade and Pennington, SD, Wait Period Ends: 10/04/2010, Contact: Chris Stores 605-642-4622.

EIS No. 20100358, Draft EIS, USFS, WY, Livestock Grazing and Vegetation Management on Five Project Area, Proposes to Continue to Authorize Livestock Grazing, Tongue, Medicine Wheel/Paintrock, and Power River Districts of the Bighorn National Forest, Johnson, Sheridan, Big Horn and Washakie Counties, WY, Comment Period Ends: 10/18/2010, Contact: Laurie Walters-Clark 307-674-2627.

EIS No. 20100359, Final EIS, NOAA, WI, Lake Superior National Estuarine Research Reserves to be known as the Lake Superior Reserve Proposed Designation, To Provide Greater Protection, Research and Education Opportunities to 16,697 Acres of the St. Louis River Estuary, WI, Wait Period Ends: 10/04/2010, Contact: Laurie McGilvray 301-563-1158.

Amended Notices

EIS No. 20100258, Draft EIS, BLM, OR, North Steens 230-kV Transmission Line Project, Construction and Operation of a Transmission Line and Access Roads Associated with the Echanis Wind Energy Project, Authorizing Right-of-Way Grant, Harney County, OR, Comment Period Ends: 09/17/2010, Contact: Skip Renchler 541-573-4400. Revision to FR Notice Published 7/16/2010: Extending Comment Period from 8/30/2010 to 09/17/2010.

EIS No. 20100296, Draft EIS, NOAA, 00, Columbia River Basin Hatchery Operations and the Funding of Mitchell Act Hatchery Program, To Authorize the Establishment, Operation and Maintenance of One or More Hatchery Facilities, OR, WA and ID, Comment Period Ends: 12/03/2010, Contact: Allyson Purcell 503-736-4736.

Revision to FR Notice Published 08/06/2010: Extending the Comment Period from 11/04/2010 to 12/03/2010.

Dated: 08/31/2010.

Robert W. Hargrove,
Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2010-22074 Filed 9-2-10; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9196-5]

Science Advisory Board Staff Office; Notification of a Public Meeting of the Clean Air Scientific Advisory Committee (CASAC), Ambient Air Methods and Monitoring Subcommittee (AAMMS)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency (EPA or Agency) Science Advisory Board (SAB) Staff Office announces a public meeting on September 29-30, 2010, of the Clean Air Scientific Advisory Committee (CASAC) Ambient Air Monitoring & Methods Subcommittee (AAMMS) to provide advice concerning the development of a guidance document on network design for near-road ambient air monitoring and the implementation of an associated pilot monitoring study.

DATES: The CASAC AAMMS meeting will be held on Wednesday, September 29, 2010 from 8:30 a.m. to 5 p.m. (Eastern Time) and on Thursday, September 30, 2010 from 8:30 a.m. to 12 p.m. (Eastern Time).

ADDRESSES: The public meeting will be held at the Marriott at Research Triangle Park, 4700 Guardian Drive, Durham, NC 27703, telephone (919) 941-6200.

FOR FURTHER INFORMATION CONTACT: Any member of the public who wants further information concerning the September 29-30, 2010 public meeting may contact Dr. Holly Stallworth, Designated Federal Officer (DFO), EPA Science Advisory Board (1400R), U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, NW., Washington, DC 20460; via telephone/voice mail (202) 546-2073; fax (202) 565-2098; or e-mail at stallworth.holly@epa.gov. General information concerning the CASAC and the CASAC documents can be found on the EPA Web site at <http://www.epa.gov/casac>.

SUPPLEMENTARY INFORMATION:

Background: The Clean Air Scientific Advisory Committee (CASAC) was established under section 109(d)(2) of the Clean Air Act (CAA or Act) (42 U.S.C. 7409) as an independent scientific advisory committee. CASAC provides advice, information and recommendations on the scientific and technical aspects of air quality criteria and national ambient air quality standards (NAAQS) under sections 108 and 109 of the Act. The CASAC is a Federal advisory committee chartered

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NOTICE OF AVAILABILITY

State Clearinghouse No. 2009031083

DEAN C. LOGAN
REGISTRAR-RECORDER/COUNTY CLERK
T. PEREA
T. PEREA

DEPARTMENT OF TRANSPORTATION: Availability of the Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS/DEIR) for the Westside Subway Extension Transit Corridor.

AGENCY: Federal Transit Administration, DOT

ACTION: Notice of Availability of the Draft Environmental Impact Statement/ Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension Transit Corridor. This document satisfies the requirements of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have prepared a Draft EIS/EIR for the Westside Subway Extension, a proposed heavy rail subway system that would operate as an extension of the Metro Purple Line/Metro Red Line in Los Angeles, California.

DATES:

The public review period begins on September 3, 2010 and ends on October 18, 2010.

The public hearings will be held on:

- Monday, September 20, 2010, 6 to 8 pm
Los Angeles County Museum of Art (LACMA West) – Terrace Room, 5th Floor
5905 Wilshire Boulevard, Los Angeles, CA 90036
- Tuesday, September 21, 2010, 6 to 8 pm
Westwood United Methodist Church – Fellowship Hall, 3rd Floor
10497 Wilshire Boulevard, Los Angeles, CA 90024
- Wednesday, September 22, 2010, 6 to 8 pm
Plummer Park – Community Center
7377 Santa Monica Boulevard, West Hollywood, CA 90046
- Monday, September 27, 2010, 6 to 8 pm
Beverly Hills Roxbury Park - Auditorium
471 S. Roxbury Drive, Beverly Hills, CA 90212
- Wednesday, September 29, 2010, 6 to 8 pm
Santa Monica Main Library
601 Santa Monica Boulevard, Santa Monica, CA 90401

DOCUMENT LOCATIONS:

THIS NOTICE WAS POSTED
ON SEP 01 2010
UNTIL OCT 04 2010
REGISTRAR-RECORDER/COUNTY CLERK

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The Draft EIS/EIR is available at the Metro Transportation Library at One Gateway Plaza, 15th Floor, Los Angeles, CA. It will also be available on Metro's website at www.metro.net/projects/westside.

A notice will be made available in the following newspapers:
Los Angeles Times and La Opinion

The Draft EIS/EIR will be available for public review at the following library locations:

Library	Address
Beverly Hills Public Library	444 North Rexford Dr., Beverly Hills 90210
Donald Bruce Kaufman -Brentwood Library	11820 San Vicente Blvd., Los Angeles 90049
Fairfax Library	161 S. Gardner St., Los Angeles 90036
Felipe de Neve Library	2820 W. Sixth St., Los Angeles 90057
Frances H. G. Hollywood Regional Library	1623 N. Ivar Ave., Hollywood 90028
John C. Fremont Library	6121 Melrose Ave., Los Angeles 90038
Memorial Library	4625 W. Olympic Blvd., Los Angeles 90019
Metro Transportation Library	1 Gateway Plaza, 15 th Floor, Los Angeles 90012
Pio Pico Koreatown Library	694 S. Oxford Ave., Los Angeles 90005
Robertson Branch Library	1719 S. Robertson Blvd, Los Angeles 90035
Santa Monica Main Library	601 Santa Monica Blvd, Santa Monica 90401
West Hollywood Public Library	715 North San Vicente, West Hollywood 90069
Westwood Library	1246 Glendon Ave., Los Angeles 90024
West Los Angeles Regional Library	11360 Santa Monica Blvd, Los Angeles 90025
Will & Ariel Durant Library	7140 W. Sunset Blvd., Los Angeles 90046
Wilshire Library	149 N. St. Andrews Pl., Los Angeles 90004

FOR FURTHER INFORMATION CONTACT:

Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, Region IX, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone (213) 202-3950, e-mail ray.tellis@dot.gov

Mr. Raymod Sukys, Office of Planning and Program Development, Federal Transit Administration, Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105, phone (415)744-3133, e-mail raymond.sukys@dot.gov

Mr. David Mieger, Project Director, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, MS 99-22-5, Los Angeles, CA 90012-2952, Phone 213-922-3040 Fax: 213-922-3060, email miegerrd@metro.net

Contact the project team or obtain further information from:

Project hotline: 213-922-2736.
Project email: WestsideExtension@metro.net
Project website: metro.net/westside

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have prepared a Draft EIS/EIR for the Westside Subway

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Extension Transit Corridor. The project would be a proposed heavy rail subway system that would operate as an extension of the Metro Purple Line/Metro Red Line heavy rail subway system west from its current termini at the Wilshire/Western Station and Hollywood/Highland Station to a new western terminus either in Westwood near the University of California, Los Angeles (UCLA) campus, the West Los Angeles Veterans Affairs (VA) Hospital, or the City of Santa Monica. The Westside Subway Extension Transit Corridor Study Area is in western Los Angeles County and encompasses approximately 38 square miles. The Study Area is east-west oriented and includes portions of the five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, as well as portions of unincorporated Los Angeles County. The boundaries of the Study Area generally extend north to the base of the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard and west to the Pacific Ocean.

Alternatives under consideration include a No Build Alternative, Transportation Systems Management (TSM) Alternative, and five Build Alternatives as follows:

- No Build
- TSM
- Alternative 1—Westwood/UCLA Extension
- Alternative 2—Westwood/VA Hospital Extension
- Alternative 3—Santa Monica Extension
- Alternative 4—Westwood/VA Hospital Extension plus West Hollywood Extension
- Alternative 5—Santa Monica Extension plus West Hollywood Extension

SUPPLEMENTARY INFORMATION: An Alternatives Analysis (AA) Study was initiated in 2007 for all reasonable fixed-guideway alternative alignments and transit technologies, including heavy rail subway alternatives. The FTA issued an Early Scoping Notice in the Federal Register on October 1, 2007, to help define the appropriate range of issues and alternatives to be addressed in the AA Study.

In January 2009, the Metro Board approved the Westside Extension Project AA Study and authorized preparation of this Draft EIS/EIR. After the public comment period for this Draft EIS/EIR, a Locally Preferred Alternative (LPA) would be selected and Metro would apply for entry into FTA's Preliminary Engineering (PE) Phase. If entry into the FTA PE Phase is granted, the Final EIS/EIR would be prepared at the New Starts PE level of engineering. After completion of the Final EIS/EIR process, a Notice of Determination (NOD) and Record of Decision (ROD) would be issued. If a Build Alternative is identified and selected as the LPA in these decision documents, Metro would then apply for entry into the FTA Final Design phase. At this point in the process, Metro would be able to acquire right-of-way, relocate utilities, prepare final construction plans and specifications (including construction management plans), construction cost estimates, and bid documents. The project financial plan would then be completed—which is required for all projects seeking a FFGA from the FTA. Once Final Design is completed, Metro would begin construction of the project, perform project testing, and then initiate transit service.

Purpose and Need: The purpose of this Project is to improve transit travel time and provide more reliable transit service to more than 280,000 transit riders who travel through the Study Area each day.

More specifically, the Project's would:

- Improve Study Area mobility and travel reliability
- Improve transit services within the Study Area
- Improve access to major activity and employment centers in the Study Area
- Improve opportunities for transit-supportive land use policies and conditions

- Improve transportation equity
- Provide a fast, reliable, and environmentally sound transit alternative
- Meet regional transit objectives through the Southern California Association of Governments (SCAG) Performance Indicators of mobility, accessibility, reliability, and safety.

The need for the propose project is based on the following:

Study Area Population and Employment: Approximately 5 percent of the Los Angeles County population (504,000) and 10 percent of the jobs (479,000) is concentrated in the Study Area. Study Area population and employment densities are among the highest in the metropolitan region, averaging approximately 13,100 persons per square mile and 12,500 jobs per square mile.

Major Activity Centers and Destinations: Some of Southern California's most well-known entertainment, educational, and cultural activity centers are in the Study Area. Many of these centers are within the densest portions of the Study Area, along the Wilshire and Santa Monica Boulevard corridors.

Travel Markets, Transit Usage, Congestion and Mobility in the Study Area: Presently, the transportation network consists of a well-defined grid of arterials and two freeways generally following an east/west or north/south orientation. These freeways and streets carry some of the highest traffic volumes in California and throughout the country. All bus service is currently provided in mixed-flow lanes, which subjects buses to the same high levels of congestion experienced by automobiles. The Wilshire Corridor Route (Line 20/720/920) is the heaviest used bus corridor in Southern California.

The Study Area has substantial traffic congestion, high transit ridership and load factors, and closely spaced bus stops. Combined, these factors result in declining bus operating speeds and reliability, making transit less competitive with the private automobile. With high passenger loads and congested roads, desirable headways (frequency of service) are difficult to maintain and result in overcrowded buses. As the road and transit systems become more congested, the Study Area becomes a less desirable place for people to live and work and less attractive for planned growth and development.

Regional Objectives: The Study Area is designated as one of the most congested areas in the five county region. Significant improvement to meet regional objectives for mobility, accessibility, and reliability are needed as established in the SCAG Regional Council adopted the Regional Transportation Plan (RTP).

Measure R: In November 2008, the voters of Los Angeles County approved Measure R, a one-half cent sales tax measure to provide funding for several important new transportation projects in Los Angeles County. A total of \$4.2 billion was identified over a period of 30 years for the Westside Subway Extension, comprised of local sales tax dollars and Federal matching funds.

Alternatives: At the initiation of the Draft EIS/EIR phase, Metro presented the public with two general alignments for a western extension of the Metro Rail Red Line and Metro Purple Line subway. A series of NEPA/CEQA scoping meetings were held to solicit public input on 11 general alignments. Metro sought public comment on the two areas where different alignment and station options were possible in the Beverly Hills to Westwood area and along the West Hollywood Branch alignment. The alternatives and station options discussed in this Draft EIS/EIR include those recommended at the conclusion of the AA phase with alignment and station options. The alignment refinements and options are based on further design and issues identified by the public during scoping.

In October 2009, Metro adopted a Long Range Transportation Plan (LRTP). In response to funding and phasing issues raised by fiscal constraints identified during the LRTP process, Metro developed Minimal Operating Segments (MOSSs) to correspond to the timeframe for the availability of Measure R funding.

No Build Alternative: The No Build Alternative includes all existing highway and transit services and facilities, and the committed highway and transit projects in the Metro LRTP and the SCAG RTP. Under the No Build Alternative, no new transportation infrastructure would be built within the Study Area, aside from projects currently under construction or projects funded for construction, environmentally cleared, planned to be in operation by 2035, and identified in the adopted Metro LRTP. The No Build Alternative is included in this Draft EIS/EIR to provide a comparison of what future conditions would be like if the Project were not built.

Transportation Systems Management (TSM) Alternative: The TSM Alternative includes more frequent bus service to reduce delay and enhance mobility. The TSM Alternative increases the frequency of service for Metro Bus Line 720 (Santa Monica–Commerce via Wilshire Boulevard and Whittier Boulevard) to between three and four minutes during the peak period. In the TSM Alternative, Metro Purple Line rail service to the Wilshire/Western Station would operate in each direction at 10-minute headways during peak and off-peak periods. The Metro Red Line service to Hollywood/Highland Station would operate in each direction at five-minute headways during peak periods and at 10-minute headways during midday and off-peak periods.

Build Alternatives: The Draft EIS/EIR includes five Build Alternatives, station and alignment options, the base stations (i.e., stations without options), other components of the Build Alternatives, and possible initial construction segments or minimum operable segments (MOSSs). The options are compared against the base alternative for the Build Alternatives and stations to determine, among many environmental factors and goals and objectives, which more adequately meet the Project's Purpose and Need. Metro refined the two AA Study Alternatives and developed alternatives with different lengths to meet the fiscal constraints and funding timelines identified in the LRTP.

There are some differences between the alternatives related to transportation impacts including:

- Transit Travel Time—Higher operating speeds of service on a dedicated guideway are expected to reduce travel time. Service on an exclusive guideway would increase reliability compared to No Build and TSM Alternatives.
- Traffic—Alternatives 3 and 5 would result in the most reduction of Study Area Vehicle Miles Traveled (VMT). For these alternatives the intersection of Wilshire Boulevard/16th Street would be adversely affected during the hour hours. A signal is proposed at this intersection to mitigate impacts.

There would be temporary off-street parking loss at Westwood/UCLA and Westwood/VA Hospital. The rest of the transportation related construction impacts are similar for all alternatives. There would be temporary traffic impacts, on-street park loss, and delays for bus transfer and pedestrian and bicyclists.

For many of the environmental resources, there are no or very little differences in impacts among the Build Alternatives. In most instances the primary reason for differences in impacts is due to the length of the alignment rather than severity of the impact. There are some distinctions, though in most cases they are slight variations, including:

- Displacements – are the lowest for Alternative 1 (271) and highest for Alternative 5

(435), primarily attributable to the length of the alternative □ Economic and Fiscal – operations and maintenance expenditures from direct and indirect employment vary slightly among alternatives, with lower number of Person Years (PY) for Alternatives 1 and 2 and higher numbers for Alternatives 3, 4, and 5

- Air Quality – slight differences in the quantity of emissions burdens expected to be reduced by the alternatives, with the greatest reductions with Alternatives 4 and 5
- Energy – varies with alternative, with mobile source energy consumption decreases much lower for Alternative 5 (10,000 additional rail miles over Alternative 4 results in more energy use and less energy savings), and energy consumption for stations nearly double for Alternative 5 than Alternative 1
- Geologic Hazards – some variations because of additional station locations for Alternative 3 that are in more susceptible areas
- Liquefaction – some variations due to the fact that alternatives have different station locations
- Water Resources – some variation because a portion of Alternatives 3 and 5 are in coastal zone and would require Coastal Development Permit
- Safety and Security – Alternatives 2 – 5 would require risk assessment because they pass by federal facilities, including the VA Hospital Medical Center and U.S. Army Reserve facility.

Construction impacts are similar for all alternatives, with differences occurring for some resource categories (primarily energy consumption and parklands and community services and facilities) due to differences in alternative length.

Project Phasing: The final decision to be made in selecting a Locally Preferred Alternative is the best terminus for an initial phase of implementation, in the event that the Project must be built in phases over time.

Cost-Effectiveness: The Build Alternatives are significantly more expensive than the No Build and TSM Alternatives. In 2009 dollars, the rail alternatives range in cost from \$3.6 to \$8.4 billion. The rail alternatives are also more costly to operate and maintain.

With faster speeds, the Build Alternatives would save transit riders between 31,000 and 52,000 hours of equivalent travel time (transit system user benefits) on an average weekday in 2035. This analysis further reveals the following:

- Alternatives 1, 2, and 3 are substantially more cost effective than Alternatives 4 and 5. In other words, while Alternatives 4 and 5 tend to have more benefits than Alternatives 1, 2, and 3, they achieve these additional benefits at a high incremental cost.
- The cost-effectiveness indices (CEI) for Alternatives 1, 2, and 3 are similar. The added investment of extending the line to Santa Monica has roughly the same rate of return as a shorter extension to Westwood.

Project Feasibility: Comparing the capital funding requirements of each alternative with the \$4.2 billion set aside for the Westside Subway Extension in the LRTP, and assuming that the project is competitive for New Starts funds, shows the following:

- The TSM Alternative and Alternatives 1 and 2 are financially feasible.
- Alternatives 3, 4, and 5 are not currently financially feasible. The Build Alternatives are significantly more expensive than the No Build Alternative.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and LACMTA do the following:

(1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies;” (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, (with scoping materials appended), was extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. No agencies have chosen to become a cooperating or participating agency for purposes of this project.

Additionally, in accordance with 40 CFR 1506.9, 40 CFR 1506.10, the DEIS will be filed with the EPA for noticing in the Federal Register. The document will be distributed to appropriate Federal, State and Local agencies. In compliance with the Paperwork Reduction Act and FTA policy, a Compact Disc of the complete Draft EIS/EIR will be distributed. If you require a printed set, please contact Mr. Ray Tellis of the FTA. Also, a complete printed set of the environmental document is available for review at the grantee's offices, libraries along the corridor, and an electronic copy of the complete environmental document is also available on the grantee's webpage www.metro.net/westside.

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Completion

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Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2009031083

Project Title: Westside Subway Extension Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority Contact Person: David Mienger
 Mailing Address: One Gateway Plaza, MS 99-22-3 Phone: (213) 922-3040
 City: Los Angeles Zip: 90012-2952 County: Los Angeles

Project Location: County: Los Angeles City/Nearest Community: Los Angeles
 Cross Streets: Wilshire/Western to Wilshire/4th Street and Hollywood/Highland to Wilshire/La Cienega Zip Code: 90095
 Longitude/Latitude (degrees, minutes and seconds): -118° 23' 55.6" N / 34° 4' 3.84" W Total Acres: 24320
 Assessor's Parcel No.: multiple Section: S Twp.: 001S Range: 014W Base: San Bern
 Within 2 Miles: State Hwy #: I-405 and I-10 Waterways: Los Angeles River
 Airports: N/A Railways: Metrolink, Amtrak, UP Schools: multiple

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type subway / transit
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational: _____ Waste Treatment: Type _____ MGD _____
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Single family and multi-family residential, commercial, government/institutional, industrial, vacant/parking

Project Description: (please use a separate page if necessary)

The project is a heavy rail subway system that would operate as an extension of the Metro Purple Line/Metro Red Line heavy rail subway west from its current termini at the Wilshire/Western Station and Hollywood/Highland Station to a new western terminus either in Westwood near the University of California, Los Angeles or the West Los Angeles Veterans Affairs Hospital, or near 4th St. in Santa Monica. The Study Area is in western Los Angeles County and encompasses approximately 38 square miles in an east/west orientation. It includes portions of the following cities: Los Angeles, West Hollywood, Beverly Hills, Santa Monica, and unincorporated Los Angeles County. The northern boundary extends to the base of the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard and west to the Pacific Ocean. Alternatives under consideration include a No Build Alternative, Transportation Systems Management (TSM) Alternative, five Build Alternatives with six options.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an " X". If you have already sent your document to the agency please denote that with an " S".


- | | |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Emergency Services |
| <input type="checkbox"/> Boating & Waterways, Department of | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Office of Public School Construction |
| <input checked="" type="checkbox"/> Caltrans District # <u>7</u> | <input checked="" type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input checked="" type="checkbox"/> Regional WQCB # <u>4</u> |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> Resources Agency |
| <input checked="" type="checkbox"/> Coastal Commission | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input checked="" type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Quality |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>5</u> | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input checked="" type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Integrated Waste Management Board | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date September 3, 2010 Ending Date October 18, 2010

Lead Agency (Complete if applicable):

Consulting Firm: <u>Parsons Brinckerhoff</u>	Applicant: _____
Address: <u>444 South Flower Street, Suite 3700</u>	Address: _____
City/State/Zip: <u>Los Angeles, CA 90071</u>	City/State/Zip: _____
Contact: <u>Susan Killen</u>	Phone: _____
Phone: <u>(213) 362-9470</u>	

Signature of Lead Agency Representative:  Date: 8-27-10

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.