

9-4 ERRATA

The errata section identifies revisions to the text of the Final EIR and the Revised FEIR. Revisions have been prepared based on written letters of comment provided by responsible and reviewing agencies, and/or the community that were submitted to MTA during circulation of the Revised FEIR. The errata notes the page location of the Final EIR or the Revised FEIR where each revision occurs and cross-references the comment submitted by that agency and/or commenter that is addressed in the text of the Final EIR or the Revised FEIR.

Page S-41 of the Final EIR incorrectly stated that air quality impacts during construction of the BRT alignment would not be significant. The analysis in the main body of the Final EIR correctly concluded that there would be a significant adverse air quality impact during construction (see Section 5.8 on page 5-32 of the Final EIR). Therefore, the “Minor Adverse (Not Significant)” wording in the *Residual Impact: NEPA (CEQA)* column is being corrected to say “Significant Impact After Mitigation for PM₁₀.” The Revised FEIR noted this error and correctly stated that there would be a significant adverse air quality impact during construction; therefore, no correction is required in the Revised FEIR regarding this issue.

Table 8-6.6 (*Year 2020 Transit Travel Times on Valley Arterials (in minutes)*) in the Revised FEIR is being revised to correct manual computation errors that were discovered in responding to Comment 20-77. This correction has no affect the model’s forecast of ridership for the RB alternatives. The corrected table is provided on the following page.

The following revisions are being made to the third paragraph on Page 8-6-11 in the Revised FEIR:

For Victory Boulevard/Lankershim Boulevard, the Rapid Bus alternatives are modeled as ~~an 11~~ a 20 percent speed improvement over the TSM Alternative, compared to the potential speed improvement of ~~15 7~~ to ~~39 33~~ percent for travel times on the BRT Alternative. Travel times on Sherman Way are improved by ~~10~~ about 18 percent for the RB-5 and RB-3 alternatives. Travel times on Roscoe, Reseda and Topanga Canyon are only improved under the RB-Network Alternative.

The next to the last paragraph on Page 8-6-17 of the Revised FEIR is being revised as follows:

The three Rapid Bus alternatives ~~and the BRT Alternative~~ would ~~each~~ result in one long-term significant environmental impact that cannot be mitigated, ~~and the BRT Alternative would result in two temporary and localized significant environmental impacts that cannot be mitigated.~~ The three Rapid Bus alternatives would have a long-term ~~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 and localized ~~temporary~~ significant construction noise and air quality impacts (see Sections 5-8 and 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 or two unmitigated significant impacts; the construction significant noise and air quality impacts 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.

Table 8-6.6: Year 2020 Transit Travel Times on Valley Arterials (in minutes)						
Corridor	Limits	TSM	BRT	RB- Network	RB-5	RB-3
Travel Time (in minutes)¹						
BRT Right-of-Way	Warner Center – North Hollywood	--	28.8 - 40.0	--	--	--
Victory Blvd/Lankershim Blvd	Warner Center – North Hollywood	<u>43.0</u> 47.4	--	<u>34.4 – 38.7</u> 41.7 – 45.6	<u>34.4 – 38.7</u> 41.7 – 45.6	<u>34.4 – 38.7</u> 41.7 – 45.6
BRT Right-of-Way	De Soto-Laurel Cyn	--	23.9 - 33.6	--	--	--
Victory Blvd	De Soto-Laurel Cyn	<u>32.6</u> 37.6	--	<u>27.1 – 29.8</u> 31.7 – 34.4	<u>27.1 – 29.8</u> 31.7 – 34.4	<u>27.1 – 29.8</u> 31.7 – 34.4
Sherman Way	De Soto-Laurel Cyn	<u>33.4</u> 35.9	--	--	<u>27.5 – 30.4</u> 32.5 – 35.8	<u>27.5 – 30.4</u> 32.5 – 35.8
Roscoe	De Soto-Laurel Cyn	<u>33.9</u> 38.9	--	<u>27.9 – 30.9</u> 33.0 – 36.7	--	--
Reseda	Devonshire-Ventura Blvd	23.5	--	<u>18.7 – 21.1</u> 20.9	--	--
Topanga Cyn	Chatsworth Metro-link Stn - Vanowen	<u>17.9</u> 22.9	--	<u>14.4 – 16.1</u> 21.4 – 22.9	--	--
Average Speed (in miles per hour)						
BRT Right-of-Way	Warner Center – North Hollywood	--	19.6 - 27.2	--	--	--
Victory Blvd/Lankershim Blvd	Warner Center – North Hollywood	<u>17.3</u> 15.8	--	<u>19.2 -21.6</u> 16.3 – 17.8	<u>19.2 – 21.6</u> 16.3 – 17.8	<u>19.2 – 21.6</u> 16.3 – 17.8
BRT Right-of-Way	De Soto-Laurel Cyn	--	21.0 - 29.6	--	--	--
Victory Blvd	De Soto-Laurel Cyn	<u>20.3</u> 17.6	--	<u>22.1 – 24.4</u> 19.2 – 20.9	<u>22.1 – 24.4</u> 19.2 – 20.9	<u>22.1 – 24.4</u> 19.2 – 20.9
Sherman Way	De Soto-Laurel Cyn	<u>19.9</u> 18.3	--	--	<u>21.9 – 24.3</u> 18.6 – 20.3	<u>21.9 – 24.3</u> 18.6 – 20.3
Roscoe	De Soto-Laurel Cyn	<u>19.9</u> 17.0	--	<u>21.8 – 24.1</u> 18.3 – 20.0	--	--
Reseda	Devonshire-Ventura Blvd	<u>15.4</u>	--	<u>17.6 - 19.9</u> 17.8 – 19.4	--	--
Topanga Cyn	Chatsworth Metro-link Stn - Vanowen	<u>17.1</u> 18.9	--	<u>19.0 – 21.3</u> 18.9 – 20.2	--	--
Percent Improvement over TSM Travel Times						
BRT Right-of-Way	Warner Center – North Hollywood	NA	<u>7 – 33%</u> ² 39%	--	--	--
Victory Blvd/Lankershim Blvd	Warner Center – North Hollywood	NA	--	<u>10 – 20%</u> 3 – 11%	<u>10 – 20%</u> 3 – 11%	<u>10 – 20%</u> 3 – 11%
BRT Right-of-Way	De Soto-Laurel Cyn	NA	<u>0 – 27%</u> ² 11 – 36%	--	--	--



Comments and Coordination

Victory Blvd	De Soto-Laurel Cyn	NA	--	9 - 17% 16%	9 - 17% 16%	9 - 17% 16%
Sherman Way	De Soto-Laurel Cyn	NA	--	--	9 - 18% 10%	9 - 18% 10%
Roscoe	De Soto-Laurel Cyn	NA	--	9 - 18% 6 - 15%	--	--
Reseda	Devonshire-Ventura Blvd	NA	--	10 - 20% 11	--	--
Topanga Cyn	Chatsworth Metro-link Stn - Vanowen	NA	--	10 - 19% 0 - 7%	--	--

¹ Arterial travel times based for rapid bus based on range in transit signal priority from generally representing 10% to 20% improvement over standard modeled local bus speeds to 20% improvement. (Transportation demand model uses the approximate 20% speed improvement.)

² Percent improvement over TSM on Victory Boulevard.

Source: MTA transportation model, Meyer, Mohaddes Associates, Inc., Manuel Padron & Associates, 2001, 2004.

