



# WESTSIDE SUBWAY EXTENSION

## Public Participation & Community Outreach Report Appendix A – Scoping Report Part 1



August 2010



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## **1.0 INTRODUCTION**

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated the preparation of a Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Westside Extension Transit Corridor. The Federal Transit Administration (FTA) is serving as the lead agency for purposes of the National Environmental Policy Act (NEPA) and Metro is serving as the lead agency for purposes of the California Environmental Quality Act (CEQA) environmental clearance. The project will be conducted in accordance with the most recent FTA guidelines for project development and Section 5309 New Starts, and all environmental documentation prepared will satisfy the requirements of NEPA and CEQA.

### **1.1 Background to Study**

Metro is planning transit improvements in the Westside Extension Transit Corridor and is conducting a Draft EIS/EIR – Advanced Conceptual Engineering (ACE) to determine what types of improvements are needed. This effort is a continuation and re-evaluation of previous planning studies, including the Mid-City/Westside Transit Corridor Major Investment Study (MIS), which was completed in 2000, and the Mid-City/Westside Transit Corridor Draft EIS/EIR, which was completed in 2001. At the time of Metro Board Certification, this Mid-City/Westside Transit Corridor Draft EIS/EIR provided the impetus to formally separate the future study of the Wilshire and Exposition Corridors.

Since then, Metro has implemented several new Rapid Bus routes within the Wilshire Transit Corridor to supplement local bus service by providing new options for travel in both north-south and east-west directions. This new service has helped to accommodate some of the demand for improved transit, but additional transit improvements are needed as bus service within the corridor continues to operate at or over capacity conditions. In addition, the Exposition Construction Authority (Authority) has also completed the design and started construction of Phase I of the Exposition Line. Additionally, the Authority is completing the environmental clearance of Phase II, which is expected to be completed in FY10. The completion of both Phase I and Phase II of the Exposition Line, however, is not expected to lessen the need for a major transit investment in the Westside Extension Transit Corridor.

There has also been recent renewed interest in extending the Metro Purple Line from the current terminus at Wilshire Boulevard and Western Avenue to downtown Santa Monica along the Wilshire alignment. In addition to a Wilshire alignment, Metro also explored alternative options extending the Metro Red Line westward from Hollywood/Highland along Santa Monica Boulevard to West Los Angeles.

In October 2005, the American Public Transportation Association (APTA) conducted the review of Wilshire Corridor tunneling which concluded that the latest advances in tunneling technology would make excavating a possibility that is no more risky than any other subway system in the U.S. As a result, Congress repealed its federal prohibition on funding subway construction along Wilshire Boulevard. The new legislation permits this study to consider an underground subway connection to the Wilshire/Western branch of the Metro Purple Line.

Since the transit corridor would connect to Downtown Los Angeles via the existing Wilshire/Western branch of the Metro Purple Line, the study may require an assessment



of potential transit operational impacts in the Downtown area and evaluation of the local transit service needs between and within the corridor cities of Los Angeles, West Hollywood, Beverly Hills and Santa Monica.

In January 2009, the Alternative Analysis (AA) phase of the study for the Westside Extension Transit Corridor was completed and adopted by the Metro Board of Directors. The AA screened various potential routes, modes, and configurations for the Westside Extension Transit Corridor and identified two heavy rail subway Build alternatives, a Transportation System Management (TSM) alternative, and a No Build or Baseline Alternative. In addition, four Minimum Operable Segments (MOSs) were identified in the AA.

The successful completion of the Draft EIS/EIR-ACE will allow Metro to evaluate in greater depth the four alternatives that were identified in the AA for the Westside Extension Transit Corridor. The ACE design work under the Draft EIS/EIR will be conducted at a sufficient level of detail to support the adoption of a Locally Preferred Alternative (LPA) by the Metro Board of Directors and to request entry into the Preliminary Engineering (PE) phase of project development from the FTA. An LPA will be selected that can best accommodate population growth and transit demand, and be compatible with land use and future development opportunities.

Metro can choose to fund any proposed high capacity transit improvement in the corridor with Section 5309 New Starts funds and also with other federal, state and local sources. Should Metro pursue Section 5309 New Starts funds for the Westside Extension Transit Corridor, a successful completion of the FTA requirements for the New Starts program and approval of the LPA by FTA must be made prior to entry into PE. Both the Draft and Final EIS/EIR and PE will be prepared at the same time after the adoption of the LPA by the Metro Board and approval into PE by the FTA.



### 1.2 Study Area

The study area is generally defined as extending 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 (Figure 1-1). The proposed heavy rail transit project 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 in California.

A Westside Subway Extension would extend the Metro Rail heavy rail technology from the terminus of the Metro Purple Line at the 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.



Figure 1-1: Study Area

### 1.3 Summary of Purpose and Need

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 Transit Corridor study area by providing faster and more reliable high-capacity public transportation than existing services, which currently operate in mixed-flow traffic. A proposed subway improvement will bring about a significant increase in east-west capacity and improvement in person mobility by reducing transit travel time. The project will strengthen regional transit access by connecting Metro bus, Metro rail, and other transit networks to high-capacity transit serving the study area.

The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor study area by extending the benefits of Metro’s existing Red and Purple Rail Lines and bus service beyond their current termini near Western Avenue or Highland Avenue in Los Angeles to Ocean Avenue in Santa Monica.



The proposed Westside Subway Extension project is included in the Expenditure Plan for Measure R, a half-cent sales tax approved by Los Angeles County voters in November 2008 in order to fund transit and other transportation improvements.

### 1.4 Alternatives Recommended in the Alternatives Analysis (AA)

The Westside Subway Extension project proposes to extend the Metro Rail heavy rail technology from the terminus of the Metro Purple Line at the 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. The Alternatives Analysis (AA) Study was completed in January 2009, and is available on the project website at [www.metro.net/westside](http://www.metro.net/westside).

The process began with the identification of initial conceptual alternatives and early public and agency scoping meetings. After the early scoping process, a set of 17 initial conceptual alternatives was then identified, screened, and narrowed down to a most promising set of five (5) alternatives. These five alternatives were then evaluated at a more detailed level and, as a result, the following two heavy rail subway alignment alternatives plus the No Build and Transportation Systems Management (TSM) alternatives were recommended to be carried forward for detailed analysis in the Draft EIS/EIR.

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 ten (10) stations and one (1) optional station. The alignment is generally under Wilshire Boulevard with a direct connection at the Wilshire/Western station (Figure 1-2).



Figure 1-2: Wilshire Boulevard HRT Subway

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 without a Metro Red Line direct connection to 4th Street and Wilshire Boulevard in Santa Monica. It has fourteen (14) stations and one (1) optional station (Figure 1-3).

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.



Figure 1-3: Wilshire/Santa Monica Boulevard HRT Subway

Minimum Operable Segments: A total of four Minimum Operable Segment (MOS) Alternatives will be included for analysis including the following: (1) Wilshire Boulevard HRT Subway from Wilshire/Western to Fairfax (3 miles); (2) Wilshire Boulevard HRT Subway from Wilshire/Western to Century City (6.5 miles); (3) Wilshire Boulevard HRT Subway from Wilshire/Western to Westwood/UCLA vicinity (8 to 9.5 miles); and (4) MOS #3 plus Metro Red Line HRT Subway from Hollywood/Highland via Santa Monica Boulevard (12.5 to 14 miles).

No Build Alternative: The Draft EIS/EIR will also consider a No Build Alternative that includes all existing highway and transit services and facilities, and the committed highway and transit projects in the current Metro Long Range Transportation Plan (LRTP) and the current 2008 Southern California Association of Governments’ Regional Transportation Plan (RTP). 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 Metro LRTP.

Proposed major highway improvements affecting the Westside Extension Transit Corridor by 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 the planned Wilshire Bus Lane and a rich network of local, express and Metro Rapid bus routes that will continue to be provided, with both bus route additions and modifications proposed.

Transportation System Management (TSM) Alternative: The Draft EIS/EIR 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 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 AA and brought forward during the public and agency scoping process will be evaluated for potential inclusion in the Draft EIS/EIR.

## **1.5 Project Participants**

The project participants consist of the FTA, the project team, and other project participants, such as the five local jurisdictions. The project team consists of Metro and its contractors, the Community Participation Program Contractor, The Robert Group (TRG) and its subcontractors, and the Environmental (AA/EIS/EIR) Contractor, PB Americas, Inc. (PB), and its subcontractors.

In addition to the project team, other project participants include federal, state, and local participating agencies under SAFETEA-LU 6002.

## **1.6 Purpose of Report**

According to the Council on Environmental Quality's NEPA Regulations (40 CFR part 1500 et seq.) and the State CEQA Guidelines (14 California Code of Regulations, Sections 15082-15083), federal and state lead agencies should use a public scoping process to help define the appropriate range of issues and the depth and breadth of analysis to be addressed in a major environmental document. This report documents the lead agencies' compliance with the scoping requirements of NEPA and CEQA. For access to the complete record of all meeting notices, public information materials, presentation boards, comments received, mailing lists, newspaper advertisements, meeting attendees and other outreach materials contained in the appendices, please contact the Project Information Line at 213-922-6934 and email [WestsideExtension@metro.net](mailto:WestsideExtension@metro.net)



## 2.0 SCOPING PROCESS

This section of the report documents the activities completed during the scoping process for the Draft EIS/EIR phase of the Westside Extension Transit Corridor project.

Comments and issues raised at the scoping meetings will be used to define a range of alternatives and to conduct the technical analyses of alternatives that will be evaluated in the Draft EIS/EIR.

The activities included the following:

- Developing and implementing a Public Participation Plan (PPP)
- Publishing a Notice of Intent (NOI) in the Federal Register to meet NEPA requirements
- Posting the Notice of Preparation (NOP) with the State Clearinghouse to formally initiate the CEQA process of the Office of Planning and Research (OPR)
- Placing NOP notices in newspapers of general circulation
- Mailing the NOP to potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in scoping meetings
- Mailing and/or emailing scoping meeting notices to the project database
- Placement of meeting information on bus and rail lines within, but also feeding into, the study area
- Publishing meeting notices in local mainstream, ethnic, and grassroots newspapers
- Maintaining a multi-lingual project Information Line
- Developing and implementing the project website to further facilitate the transmittal of information
- Distributing a press release with meeting information to print, broadcast and online media outlets
- Utilizing “new media” to widely disseminate meeting information to a wider audience
- Posting meeting information on project group page on Facebook and distributing meeting information to all group members



- Holding meetings with potentially affected and/or interested parties in the project study area
- Recording comments that were received at, and subsequent to, the scoping meetings

## **2.1 Early Scoping Activities**

The Metro Westside Extension study enjoyed considerable stakeholder interest and support over the approximately 15-month Alternatives Analysis study. The community outreach effort successfully raised awareness about the study, engaged stakeholders on an ongoing basis and, most importantly, garnered public input at key decision points that demonstrated widespread consensus about the study recommendations that required Metro Board approval in order to move forward into the environmental process.

Recognizing the size and diversity of the study area, Metro employed a thorough yet creative approach to ensuring an inclusive and transparent outreach effort. Elements of this outreach program included though were not limited to:

- Public meetings, including one series of early public and agency scoping meetings, and three series of public update meetings (17 meetings in total) at key study milestones
- Targeted stakeholder meetings to address specialized issues and localized concerns
- Multi-lingual outreach to include Korean, Russian and Spanish-speaking stakeholders
- Multi-tiered meeting notifications including direct mail and email, print and broadcast media, advertisements, internet based distribution and on board Metro buses and trains
- Employment of new media tools such as blogs, social networks and other internet or web-based tools to involve a wider audience in the decision-making process

In order to define the appropriate range of issues and depth of analysis, Metro utilized an early public scoping process that was consistent with the FTA's requirements for an AA. This "early scoping" process was designed to solicit from stakeholders the variety of possibilities regarding the modes of transportation, potential alignments and station locations prior to their further analysis in the AA.

The official notification for the Westside Extension early scoping process began with a notice published in Federal Register Volume 72 No. 189 on Monday October 1, 2007. The official scoping comment period was initially scheduled to continue until November 1, 2007, but was extended until November 7, 2007 at the request of several stakeholders. The early scoping process included one (1) agency scoping meeting and five (5) public scoping meetings where agency representatives and the general public were given the opportunity to provide verbal and written comments. In addition, those wishing to



provide comments could view project information on Metro's website and respond in writing or by email.

At the early scoping meetings, participants received information about the Westside Extension Transit Corridor Study area, the region's transit needs, the range of transit modes considered, and information about the two previously studied historical alignments (Wilshire Boulevard and Santa Monica Boulevard). During the early scoping process, stakeholders were invited to comment on transit modes, transit alignments, potential station locations, evaluation criteria and other general issues about the study. Nearly 400 comments were received as part of the early scoping outreach process.

Through the early scoping process, the project team learned that the overwhelming majority of stakeholders supported the need for transit improvements in the Westside Extension Transit Corridor study area, with a Wilshire Boulevard subway identified as the most favored route and mode. While the Santa Monica alignment also received noticeable support, many stakeholders suggested that Metro consider a project that would include both a Wilshire Boulevard and a Santa Monica Boulevard alignment. In many cases, where the public was in favor of both these alignments, most thought that the Wilshire alternative should take precedence. Limited backing was voiced for aerial/monorail, light rail or bus rapid transit modes.

After completion of the early scoping meetings, Metro conducted three subsequent series of community meetings to keep stakeholders informed of the project's progress at each decision-making milestone. At these subsequent public update meetings, Metro consistently heard from stakeholders that their preferred mode of transit is a heavy rail subway, with over 90% of comments received favoring a Wilshire alignment.

The collateral material that accompanied the public participation process (public notices, lists of locations where posters were displayed, media contacted for study, blog entries, list of community organizations, notices sent to the Federal Register, etc.) can be found in the Public Participation Plan for the Westside Extension Transit Corridor.

## **2.2 Draft EIS/EIR Scoping Activities**

In January 2009, Metro's Board of Directors approved the Westside Extension Transit Corridor Alternatives Analysis study and authorized staff to proceed with the Draft Environmental Impact Study (EIS)/Environmental Impact Report (EIR)/Advanced Conceptual Engineering (ACE) phase of the study. This next phase of the Westside Extension project will continue a transparent and inclusive community outreach process that not only builds upon, but also enhances, the public engagement efforts implemented during the Alternatives Analysis phase of the project.

### **A. Public Participation Plan**

In order to ensure that the public remains informed on an ongoing basis and is provided with opportunities to comment at key milestones during the Draft EIS/EIR process, a detailed Community Outreach and Public Participation Plan (PPP) was developed at the inception of this phase of the project. The plan addresses outreach during the entire Draft EIS/EIR process, including scoping and post-scoping activities.

The PPP for the Draft EIS/EIR phase enhances those successful elements from the AA such as stakeholder identification, communications protocols, public input tracking, a



proposed schedule for interfacing with the public and recommendations for how meetings should be conducted at various milestones during the study. Additional recommendations for key stakeholder briefings, inter-agency coordination, topic specific and other meetings are also included in the Plan. Additionally, it incorporates recommendations for generating publicity for public meetings, and information dissemination via the web and “new” media opportunities to engage the public. It is significant to note that, while this PPP is a very useful guide for all outreach activities, it is also flexible enough to accommodate changing circumstances and enhanced approaches on a complex project such as the Westside Subway Extension Project.

The PPP includes outreach to not only study area stakeholders, but also current and potential subway riders, and a wider population of transit users in Los Angeles County. This effort also re-engages with stakeholders targeted as a part of outreach efforts during the Alternatives Analysis. At the same time, it identifies and involves potential newly interested stakeholders who may have a special interest in this project. PPP recommendations are based on Metro’s experience during the AA, including lessons learned and identification of potential opportunity areas as well as the requirements of Metro’s outreach process.

A PPP was developed identifying outreach efforts for the Westside Extension Transit Corridor EIS/EIR. The plan covers all phases of the project, including: scoping activities, post-scoping activities, and the Draft EIS/EIR. A copy of the Public Participation Plan can be found in Appendix A.

## **2.3 Initiation of Scoping (Notice of Intent/Notice of Preparation)**

The NEPA scoping period for the Westside Extension Transit Corridor Draft EIS/EIR commenced with FTA’s approval of the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS). The NOI was published in the Federal Register on March 24, 2009 (FR 13507, Vol. 74, No. 58). The NEPA scoping period closed on May 7, 2009.

The NOI announced the FTA’s intent to prepare an EIS in accordance with NEPA. This provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings. The NOI also included information on the project background, study area, potential alternatives, and probable effects to be studied. FTA procedures, relevant scoping meeting information, and contact information were also provided. A copy of the NOI is contained in Appendix B.

Metro sent a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) to the State Clearinghouse on March 24, 2009. A copy of the NOP is contained in Appendix C. The NOP announced Metro’s intent to prepare an EIR pursuant to CEQA. Like the NOI, it provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings and commenced the CEQA scoping period. The NOP advised California agencies of their obligation to comment on the proposed project within 30 days. Public notices of the NOI/NOP and scoping meetings, which were printed in local newspapers, can be found in Appendix D.

### **A. Notice of Preparation Mailings**

The NOP was distributed to agencies and organizations within the study corridor and to jurisdictions with an interest in the proposed project. The NOP was distributed via a



traceable delivery service (USPS, Confirmed Delivery) on March 24, 2009. NOP packages were sent to:

- 25 Federal agencies
- 48 state agencies
- 7 regional agencies
- 98 local agencies

Of the 98 NOP packages sent to local agencies, 4 were sent to school districts and 94 to study area cities. Of the 7 NOP packages sent to regional agencies, 3 were sent to utility providers.

In total, 178 NOP packages were distributed; in some instances NOPs were sent to several offices within an agency to ensure that all responsible and trustee agencies were properly notified. The complete mailing list of those individuals, who received a NOP package, including the recipient name, organization, and address, is included in Appendix E.

## **2.4 Agency Scoping**

The agency scoping meeting was held to provide an opportunity for those agencies potentially interested in the project, or having relevant expertise pertaining to the project, to have input at an early stage.

### **A. 23 CFR Part 771.107 Definitions. (h) Participating Agency**

The Code of Federal Regulations defines a participating agency as the following:

A Federal, State, local, or federally-recognized Indian tribal governmental unit that may have an interest in the proposed project and has accepted an invitation to be a participating agency, or, in the case of a Federal agency, has not declined the invitation in accordance with 23 U.S.C. 139(d)(3).

### **B. Participating Agency Invitations**

Appendix F is the Participating Agency Letters of Invitation.

### **C. Participating and Cooperating Agencies**

According to CEQ (40 CFR 1508.5), “cooperating agency” means any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A State or local agency of similar qualifications also becomes a Cooperating Agency.

Participating agencies are those with an interest in the project. The standard for Participating Agency status is more encompassing than the standard for Cooperating agency status described above. Therefore, Cooperating Agencies are, by definition, Participating Agencies, but not all Participating Agencies are Cooperating Agencies.

**D. Agency Scoping Meeting**

The Agency Scoping Meeting was held on Monday, April 13, 2009 at 10:00 AM at Metro, 1 Gateway Plaza in Los Angeles. In attendance were 24 individuals representing a variety of local, state and federal agencies and other organizations. The following agencies were represented at the meeting:

- The U.S. General Services Administration
- University of California Los Angeles
- The City of Los Angeles Planning Department
- The City of Los Angeles Recreation and Parks Department
- The City of Los Angeles Police Department
- The County of Los Angeles Planning Department, Fire Department and Community and Senior Services Department
- The City of Culver City Police Department
- The Federal Transit Administration
- The Southern California Association of Governments
- The City of Beverly Hills Transportation
- The City of Santa Monica Fire Department
- The U.S. Army Corps of Engineers
- The Exposition Construction Authority
- The California Department of Transportation
- OSHA California Tunneling Unit

The agency representatives were very engaged in the presentation and discussion related to the Westside Subway Extension. Approximately 5 agencies submitted formal written comments during the scoping period. The comments submitted stressed the need for the subway and particular station locations, such as UCLA's desire for a stop near their campus. Additional comments discussed the necessary coordination with the various cities' planning, police and fire departments if and when construction begins.

The sign-in sheet, PowerPoint presentation, and transcripts from the Interagency Scoping meeting are provided in Appendix G.





## **2.5 Public Scoping**

### **A. Notification Database**

For the Draft EIS/EIR phase, Metro maintains and updates the stakeholder database that was initially developed during the AA study to track involved individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. The database currently includes:

- Elected officials on the local, state and federal level
- Neighborhood Councils and other elected groups
- Homeowners Associations and Neighborhood Organizations
- Chambers of Commerce, local Business Improvement Districts (BIDs) and business leaders
- Property management firms
- Community-based and civic organizations
- Social service providers
- Stakeholders at key destinations and employers
- Transportation advocates and interest groups
- Print, broadcast and electronic media, including community-based publications, blogs and other “new” media
- Stakeholders who attended any AA meeting or provided comment
- Other interested groups and persons

A list of stakeholders, elected officials and key organizations and businesses in the project study area were included in the project database during the AA stage. Adding to that database, Metro notified stakeholders about the six (6) public scoping meetings via email to approximately 1,080 individuals and via postal mail to approximately 470 individuals. In addition, meeting notifications were posted to the Westside Subway Extension Facebook Group with approximately 1,657 members.

### **B. Public Notification Activities**

A variety of methods were employed to notify stakeholders about the Public Scoping meetings. These meetings were publicized via direct mail notices to the study database, emails to the project database, postings on Metro’s website, posting on the Facebook group page and sending a message to all group members, display advertisements in multi-lingual publications (English, Spanish, and Korean), and notices placed on Metro



buses and trains serving the project area. A media release was distributed to 83 local, regional, ethnic and multi-lingual publications as well as broadcast media, blogs and other online news and information outlets. Noticing was conducted in English, Spanish, and Korean.

**2.5.B.1 Direct Mail**

The project team developed a public scoping meeting invitation flyer for postal distribution within the study area. The public scoping meeting invitation flyer was mailed to approximately 470 addresses in the project database. A copy of the flyer can be found in Appendix H. These meeting notices arrived in recipients' mailboxes two weeks in advance of the first scoping meetings.

**2.5.B.2 "Take Ones"**

Metro buses and trains serve as an effective way to reach out to an existing pool of transit riders. Preceding the Public Scoping meetings, "Take One" brochures inviting transit users to the Scoping Meetings were placed on Metro buses in or adjacent to the project area and on Metro Red and Purple Line trains. The Take Ones were identical in content to the Direct Mail notices described in Section 2.5.2.1 and are included in the Appendix I.

**2.5.B.3 Email Blasts**

The project team disseminated email blasts, or electronic mailings, to all stakeholders in the database with email addresses, including elected officials, neighborhood councils, community-based organizations and individual stakeholders. These groups then were asked to forward these email blasts to their constituents and/or members. Email blasts are typically used to distribute the scoping meeting announcements and other project information instantly and to large numbers of people. A copy of the eblast can be found in Appendix J.

Electronic distribution of the meeting notice took place on March 19 and April 9, 2009. Notices were sent to 1,032 email addresses within the existing project database. A copy of the email can also be found in Appendix J. In addition, an email was sent to the database on April 30, 2009 as a reminder for stakeholders to submit their comments prior to the comment deadline on May 7, 2009.

**2.5.B.4 Newspaper Advertisements**

Display advertisements for the Scoping Meetings were placed in seven (7) print and one (1) online newspaper within the study area. These were selected based on their geographic focus, language needs and audited circulation numbers. These newspaper advertisements are included in the Appendix K.

The advertisements announced the scoping meeting times and locations, and also provided contact information for persons wishing to gain additional information on the project.

Newspapers that carried scoping meeting advertisements included:

- Korean Times (Korean language)
- Beverly Press/Park La Brea News



- Los Angeles Independent (Hollywood and West Hollywood Editions)
- UCLA Daily Bruin (Online)
- Jewish Journal
- Beverly Hills Courier
- Santa Monica Daily Press
- Hoy (Spanish Language)

#### 2.5.B.5 Project Webpage

The project website serves as a central point where stakeholders can obtain information about the project. The project website (located at [www.metro.net/westside](http://www.metro.net/westside)) was initially used for the AA phase and was updated for the purposes of the Draft EIS/EIR phase, including publicizing the Public Scoping meetings. Website content for the Westside Extension includes a project overview, information about meetings and collateral materials including Fact Sheets, presentations made at the public meetings and other information of interest to the public from both the current and previous project phases. The website will continue to be updated at key study milestones.

#### 2.5.B.6 Facebook

The Westside Subway Extension Facebook group has become an enormously helpful tool in educating the public about the project and in particular getting a younger demographic interested in the project. It is also an efficient way to disseminate information and updates on the project to stakeholders. To date, 1,702 people have joined the Westside Subway Extension Facebook Group.

Messages sent via Facebook were distributed March 19 and April 9, 2009 to group members. A reminder was distributed to members on April 30, 2009, to encourage any last minute comments from the community. Links to media coverage, comments about the alternatives, overall support for the project are available at the group page. The page was last updated on June 16, 2009.

#### 2.5.B.7 Fact Sheet

In order to provide stakeholders with an overview of the project and to provide them with background about the Westside Extension Draft EIS/EIR process, a fact sheet was developed. The fact sheet also provided information about funding for the subway project, the alternatives being further studied and the schedule for the project. The fact sheet is also posted to the project website at [www.metro.net/westside](http://www.metro.net/westside). A copy of the fact sheet is located in Appendix L.

#### 2.5.B.8 Media

The project team reached out to media in anticipation of the public scoping meetings, and held a media briefing via a web-based conference system for newspapers, blogs, and local radio and television stations. At least 5 media groups participated in the media briefing. This provided another opportunity to provide a project update, information



about the scoping meetings, and how to provide input. Other media groups, who were unable to participate in the briefing and expressed interest, were briefed individually.

**C. Elected Official Briefing Meeting**

Two meetings were held with elected officials and/or their staff prior to the Public Scoping meetings. Typically, the briefing serves as a sounding board for the project team about the presentation, and provides these offices notification about the upcoming meetings as well as preliminary information about the status of the project.

The first meeting was held April 6, 2009 at Los Angeles City Hall. 21 people, representing the following 12 offices attended the following meeting:

- Office City of Los Angeles: Department of City Planning
- City of Los Angeles: Office of Councilman Jack Weiss (District 5)
- City of Los Angeles: Office of Councilman Bill Rosendahl (District 11)
- City of Los Angeles: Office of Councilman Herb Wesson (District 10)
- City of Los Angeles: Office of Councilman Tom LaBonge (District 4)
- City of Los Angeles: Office of Mayor Antonio Villaraigosa
- City of Santa Monica
- Office of Assemblyman Mike Feuer
- Office of Assemblyman Ted Lieu
- Office of Los Angeles County Supervisor Mark Ridley-Thomas
- Office of State Senator Fran Pavley
- Office of U.S. Congresswoman Diane Watson



The second meeting was held April 7, 2009 at Beverly Hills City Hall. 12 people, representing 8 offices attended the meeting:

- City of Beverly Hills
- City of Beverly Hills: Traffic and Parking Commission
- City of Los Angeles: Office of Councilman Jack Weiss (District 5)
- City of Los Angeles: Office of Mayor Antonio Villaraigosa
- City of West Hollywood
- Office of State Assembly Speaker Karen Bass
- Office of U.S. Congressman Henry Waxman
- Office of U.S. Senator Diane Feinstein

The purpose of the briefing was to provide a preview of the visual presentation that would be delivered to the community at the public scoping meetings. The information was well-received, as area elected officials are supportive of the project, and would like to identify opportunities to “fast-track” and identify additional funds for the project. There was interest in how the Minimum Operating Segments (MOSs) were developed and the anticipated completion date for each segment. There were questions about the UCLA and Crenshaw stations, and the alignment between Century City and UCLA.

Finally, there were questions about construction planning and mitigation. Metro responded by noting the Draft EIS/EIR would need to identify construction impacts and mitigation.

#### **D. Public Scoping Meetings**

Six (6) public scoping meetings were scheduled in the corridor and conducted in compliance with NEPA and CEQA guidelines. The meeting locations were selected based on geographic location, recommendations from local elected officials and with Americans with Disability Act (ADA) and public transit accessibility considerations. For the convenience of all attendees, bus lines to and from the meeting sites were printed on the public scoping meeting invitation flyers which can be found in Appendix M. In order to provide the greatest opportunity for community participation, meetings were scheduled in the early evening on weekdays.

Public scoping meetings to accept comments on the scope of the EIS/EIR were held on the following dates:

- Monday, April 13, 2009, from 6:00 p.m. to 8:00 p.m.  
Location: LACMA - West, 5905 Wilshire Boulevard, Los Angeles, CA 90036  
Number of Attendees: 72



- Tuesday, April 14, 2009, from 6:00 p.m. to 8:00 p.m.  
Location: Plummer Park, 7377 Santa Monica Boulevard, West Hollywood, CA 90046  
Number of Attendees: 44
  
- Thursday, April 16, 2009, from 6:00 p.m. to 8:00 p.m.  
Location: Beverly Hills Public Library, 444 N. Rexford Drive, Beverly Hills, CA 90210  
Number of Attendees: 43
  
- Monday, April 20, 2009, from 6:00 p.m. to 8:00 p.m.  
Location: Westwood Presbyterian Church, 10822 Wilshire Boulevard, Los Angeles, CA 90024  
Number of Attendees: 65
  
- Wednesday, April 22, 2009, from 5:00 p.m. to 7:00 p.m.  
Location: Wilshire United Methodist Church, 4350 Wilshire Boulevard, Los Angeles 90028  
Number of Attendees: 40
  
- Thursday, April 23, 2009, from 6:00 p.m. to 8:00 p.m.  
Location: Santa Monica Public Library, 601 Santa Monica Boulevard, Santa Monica, CA 90401  
Number of Attendees: 78

The transcripts for each of the six public scoping meetings can be found in Appendix N for the April 13 meeting, Appendix O for the April 14 meeting, Appendix P for the April 16 meeting, Appendix Q for the April 20 meeting, Appendix R for the April 22 meeting, and Appendix S for the April 23 meeting

**E. Meeting Format**

The scoping meetings began with an open house format to provide attendees with an opportunity to preview the project information prior to the start of the presentation and subsequent comment period. Project team members were present at the project display boards to answer questions related to the technical aspects of the project. Spanish and Korean language translators were made available, as appropriate. One attendee required Korean translation. In addition, close captioning was provided at two meetings for one hearing impaired attendee.

Following the open house period, a visual presentation was made to provide attendees with information regarding the purpose of “scoping” and other information involving the project background, study area, project goals, alternatives, and alignment modes and/or issues. Emphasis was placed on the importance of the community to provide comments to Metro about what they would like to be studied in the Draft EIS/EIR before the comment deadline, through public meetings or via email, fax, postal mail, or telephone.

Following the presentation, attendees who completed speaker cards provided their public comment, which was recorded by a court reporter/transcriber. After the public comment portion of the meeting, the project team again was available at the informational display boards to answer technical questions.



Table 2-1 identifies the number of verbal and written comments received at each of the public scoping meetings.

**Table 2-1: Number of Comments Received at Scoping Meetings**

<b>Meeting Location</b>	<b>Verbal Comments</b>	<b>Written Comments</b>
Los Angeles County Museum of Art	15	4
Plummer Park, West Hollywood	14	6
Beverly Hills Public Library	14	3
Westwood Presbyterian Church	13	7
Wilshire United Methodist Church	12	3
Santa Monica Public Library	23	8
<b>TOTALS</b>	<b>91</b>	<b>31</b>

**2.5.E.1 Meeting Materials**

The presentation materials utilized to communicate information about the project at the scoping meetings included: display boards, a visual presentation, the fact sheet and frequently asked questions. All public scoping meeting materials can be found in Appendix T.

**2.5.E.2 Open House Display Boards/Handouts**

Open house display boards/handouts were used to provide project information under the following headings:

- Welcome & Orientation
- Draft EIS/EIR Public Meeting Schedule
- No Build Alternative
- Transportation Systems Management (TSM)
- Alternative 1, Wilshire Subway
- Alternative 11, Wilshire/West Hollywood Combined Subway
- Minimum Operable Segments
- Examples of Environmental Issues to be Studied
- Metro Rail Construction Process
- Metro’s Recent Tunnel Construction
- How to Submit Your Comments



Open house handouts included the meeting agenda, information about how to submit comments and a fact sheet and frequently asked questions document. All items were available in English and Spanish.

**2.5.E.3 PowerPoint Presentation**

A visual presentation was used to provide information at the public scoping meetings. The presentation covered the following topics:

- Purpose of Scoping
- Project Background
- Subway Alternatives to be Studied, including No Build and TSM
- Minimum Operable Segments
- Environmental Issues to be Studied
- Ways for the Community to Provide their Input
- Overview of the Construction Process

**2.6 Public Comments Received**

In addition to the comments received at the public scoping meetings, comments were invited via postal mail, email, and telephone prior to and following the public scoping meetings. Comments were received by postal mail and email. Copies of all of the comments received are contained in Appendix U.





### **3.0 SUMMARY OF SCOPING COMMENTS**

Prior to closure of the public scoping period for the Westside Subway Extension Draft EIS/EIR process on May 7, 2009, Metro received a total of 253 public comments. This included 93 verbal and 34 written comments at the six (6) public scoping meetings held, and 126 comments subsequently received via e-mail and US mail. Thirty-seven (37) comments were received from public agencies. No comments related to the scoping process were left on the project's dedicated phone information line.

The comments covered a variety of topics and were submitted by various parties including, but not limited to: government agencies, community organizations, elected officials and their staff, and the general public. All comments were documented and organized into an electronic database for analysis. This database identifies the name of the individuals who commented and/or commenting agency, the source of the comment, the content of the comment, the topic(s) discussed by the comment, and comment affiliations, if applicable.

This section summarizes all the verbal and written comments received at the public scoping meetings as well as the electronic mail comments submitted via Metro's project website ([www.metro.net/westside](http://www.metro.net/westside)) and the letters received. A copy of all public comments tracked can be found in Appendix V.

#### **3.1 Summary of Substantive Comments**

Echoing what was heard during the previous Alternatives Analysis phase, the overwhelming majority of comments received during public scoping for the Draft EIS/EIR support the need for major transit improvements in the Westside Extension Transit Corridor study area, and specifically for a heavy rail subway extension as a means for reducing Westside traffic congestion.

Of the 253 comments received, only four (4) stated opposition to the project. The vast majority of the comments received showed support for a subway mode, with most comments received supporting Alternative 11, the Combined Wilshire/Santa Monica alignment but agree that Wilshire must be built first. There was minimal support for the No Build, Transportation Systems Management (TSM) and monorail.

In general, comments reflected a variety of topics including potential station locations, phasing of the construction process, discussion about parking and the need for connectivity. Several comments also mentioned urban design preferences and urged that the system be "green" by utilizing innovative technologies and approaches. Various comments were also received addressing construction issues and possible mitigation measures.

##### **A. Comments Related to Purpose and Need**

Relatively few comments were received strictly addressing the Purpose and Need for the project. This is likely attributable to the large number of comments received in this regard during the Alternatives Analysis phase of the project, and the sense that Metro is well along in determining solutions through the Draft EIS/EIR process.



Of those comments received addressing the Purpose and Need for the project, an overwhelming majority agree that the Westside of Los Angeles is in great need of reliable, expanded and efficient transit services. Many of these comments specifically cite “day long” traffic congestion on the Westside as well as ever-lengthening commute times especially when traveling in an east-west direction. Some comments received also note that Los Angeles is lagging behind other “world-class” cities in terms of the quality of transit service, especially rail transit, and that the process should be expedited to the extent possible.

Comments further revealed an acute understanding that the Westside is an important jobs center, which along with development already underway in the study area, is further placing the burden for access to reliable rapid transit. Stakeholders worry that even with transportation improvements, the Westside continues to have a major concentration of activity centers and destinations for greater Los Angeles making it all the more urgent to address existing and worsening travel conditions.

While stakeholders were invited to provide input on various transit modes, there was overwhelming support for subway/HRT, as most cited it as the most efficient way of meeting the demand needs of the region. Additionally, even though stakeholders would like to eventually see north/south connections with other Metro rail service, a majority agrees that extending the current Metro Purple Line down Wilshire should be the first priority as east-west travel times continue to worsen. Furthermore, stakeholders expressed the need for an integrated Metro rail system where connections into the Westside subway from other transit lines would allow for greater countywide mobility.

## **B. Comments Related to Alternatives**

During the public scoping meetings stakeholders were invited to provide their input into the four (4) alternatives recommended for further study in the Alternatives Analysis, specifically the No Build alternative, the TSM alternative as well as two subway Build alternatives.

As noted previously, the Westside Subway Extension received overwhelming support from all those providing Metro with their input during the public scoping process. While there was nominal support for the No Build and Transportation Systems Management (TSM) alternatives, the strength of the public support of the two Build alternatives reflects stakeholder sentiment that other alternatives would not adequately serve the growing transit needs of the region. There continue to be requests that Metro study monorail as an alternative.

In a noteworthy departure from what was heard in the Alternatives Analysis is a clear shift in momentum as public support is moving by a ratio of almost 5 to 1 towards the combined Wilshire/Santa Monica Alignment (Alternative 11) from support for the Wilshire alignment (Alternative 1) alone. Of those supporting Alternative 11, most wanted both alignments to be constructed, though many recognized that an extension of the Metro Purple Line from Wilshire Boulevard/Western Avenue along the Wilshire alignment would need to precede any connections from the Metro Red Line via Hollywood and West Hollywood. Many comments also urged Metro to find ways to “fast track” this project due to the urgent need for solutions to traffic congestion on the Westside.



In addition to support for the subway, comments received reflected an array of topics including potential station locations, phasing of the construction process, discussion about parking and the need for connectivity. Several comments also mentioned urban design preferences especially as it relates to the number of station portals and urged that the system be “green”. Various comments were also received addressing construction issues and possible mitigation measures. People were also interested in funding mechanisms for the project.

#### Station Locations:

Comments reflected the continued debate about the desirability of a station at Crenshaw/Wilshire. Those advocating for a Crenshaw/Wilshire station feel that it will provide important transit options for those living and working in the area, and that by omitting the station, it would leave a two-mile long gap between the existing Wilshire/Western station and a Wilshire/La Brea station and that this is not pedestrian friendly. Those opposing the station cited its potential for inducing growth and its incompatibility with the Park Mile Specific Plan, which is near the Wilshire/Crenshaw Station. Others were open to this station as long as it served east-west travel needs and did not serve as a transfer point for rail service to the south. The majority of comments received on this topic opposed a Crenshaw station due to ridership estimates and wanting more stations after La Brea.

There was also significant support for a station in the heart of Century City (at Constellation/Avenue of the Stars or at the Westfield Mall) as it would bring commuters and workers closest to their jobs. Fewer people supported a Santa Monica Boulevard station noting that this is on the northern edge of Century City. Some residents from Comstock Hills expressed concern about tunnel construction and subway operations under private property.

Comments received reflected discussion about the best site for a Westwood area station, as well as the location of a station west of the I-405 Freeway. While many comments received expressed the desirability of a station close to UCLA, many recognized that a station at Wilshire serving Westwood would be preferable. Some suggested that shuttles between UCLA and a Wilshire Boulevard station would better serve the area. There was also some support for Metro to consider the Veteran’s Administration (VA) site just west of the I-405 Freeway as a potential terminus station for MOS 3 of the subway system and to look at providing parking at this site. Other comments preferred that Metro consider Bundy or Barrington as the westernmost station of this phase of the project. One comment proposed a station at the Army Reserve property at the southwest corner of Wilshire and Federal. A few comments urged that Metro abandon Phase 2 of the Exposition LRT in favor of extending the Metro Purple Line to Santa Monica, while others urged Metro to link the subway with the Exposition LRT closer to the Westside or alternatively to ensure one terminus for both projects in Santa Monica.

There was also some debate about the stations in Alternative 11. There was more support for a station at Santa Monica/San Vicente Boulevards than there was for a Santa Monica/La Cienega Boulevard station. Many of these comments noted that Metro has an operation facility at Santa Monica/San Vicente that could be used for a future station. Support was also expressed for a station serving the activity and jobs center at the Beverly Center and Cedars Sinai Hospital.



Phasing:

The majority of comments received acknowledged that the project would have to be built in Minimum Operable Segments (MOSs). While the project currently is looking at 4 MOSs, many comments urged Metro to lengthen the MOS segments or even to scrap phasing and build the system all at once. For example, many comments urged Metro to terminate MOS1 further west than Fairfax Avenue, with some suggestions taking this segment to Beverly Hills, Century City, Westwood or even as far as the I-405.

Parking:

Parking was a topic, which received moderate interest from the public. Most of those commenting about parking advocated that parking should not be provided at any of the stations in the new system with the exception of a potential site west of the I-405, specifically at the VA site or at Wilshire Boulevard/Barrington Avenue, and for Alternative 11 at the Santa Monica Boulevard/San Vicente Avenue site in West Hollywood. Some comments related to parking in the West Hollywood area reflect a desire to stay pedestrian friendly and to avoid bringing more traffic into this already congested city. As it relates to parking at a station in the vicinity of the I-405, several comments noted that this station may ultimately serve as a terminus or termini, and that providing potential park-and-ride service would be appropriate.

Connectivity:

Many comments received stressed that the new subway stations should be located and built to provide connectivity not only to buses, which would help service the subway system, but also to future rail lines. Comments showed interest in future connectivity to the San Fernando Valley via the Sepulveda Pass, the South Bay, Burbank, with the Exposition LRT and potentially the Crenshaw line.

Urban Design and Transit Oriented Development:

Of those providing comment about urban design, most expressed a desire for multiple station portals where possible and for larger platforms. More station entrances would also assist with future Transit Oriented Development (TOD) as future station locations.

Funding:

Many stakeholders understand the funding constraints of this project even with contribution from New Starts and Measure R. There were suggestions from several people for Metro to explore public-private partnerships to help expedite this project.

**C. Comments Related to Scope of the Environmental Analysis**

Scoping offered an opportunity for input and review of the Purpose and Need and the Alternatives to be carried forward for further study in the Draft EIS/EIR. In addition, scoping offered the opportunity for agencies and the public to weigh in on environmental issues that should be addressed in the technical analyses. All comments received during scoping were summarized and appear on the matrix in Appendix V. The Purpose and Need was developed and carried forward from the Alternatives Analysis. No comments were received on the



Purpose and Need. Based on the scoping review and further review by the project team with some data updates, the Purpose and Need remains valid for the Draft EIS/EIR.

Comments that focused on alternatives generally regarded preferences and/or new or reoccurring suggestions for options – alignments, modes, and stations. Some comments asked for further consideration of alternatives that were reviewed as part of the Alternatives Analysis and dismissed from further consideration. The team reviewed that screening process to affirm that the screening remained valid or the alternative would be reconsidered. Some of these will be screened out after additional consideration or will be carried forward for more detailed technical analysis in the Draft EIS/EIR.

These comments relating to environmental issues or other issues such as cost were forwarded to the technical team members in those fields for review and further consideration.

**3.1.C.1 Accessibility for the Disabled**

Two comments stressed the value of a rail transit system for mobility for the disabled.

**3.1.C.2 Air Quality**

One comment wanted to consider the impacts of pollution and potential air quality improvements.

**3.1.C.3 Climate Change**

One suggestion was made for Metro to look at a carbon-offset program. A second comment raised the desire to make all structures sustainable. The use of electric vehicles, in addition to bicycles, should also be considered, noted one comment, to reduce greenhouse gases.

**3.1.C.4 Community and Neighborhoods**

Comments pertaining to neighborhoods generally focused on disruption either by construction or changes in traffic. Comments were received from nine Comstock Hills residents concerned about the potential of the subway alignment to be underneath their homes. One of the comments related to the concern that there needs to be consideration needed to be made for the potential of decreased property values as a result.

Parking in general was noted by nineteen comments relative to alternatives, two comments expressed concern specifically about spill over parking in their neighborhoods. One comment noted the increase in safety for senior citizens as a result of the Project implementation.

Two comments requested a social impact analysis.

**3.1.C.5 Community Facilities**

Three comments were general comments on the water level, sewer, gas, electricity and so forth. There were several other comments that expressed concern over the potential response times of emergency services, especially during construction. One comment addressed that the Project would increase accessibility to the hospitals in the corridor.

**3.1.C.6 Construction Impacts**

Eighteen comments expressed concern over construction impacts. Many of the construction concerns dealt with traffic. Two traffic concerns include emergency vehicle response times, rerouting of general traffic and specific haul routes for excavated soil.



One comment noted to ensure that disruption to neighborhoods during construction was considered in the analysis.

One comment raised a concern about the simultaneous construction of the Project and other development projects. Another comment was raised to request concern for the location of construction staging sites and the haul routes. Another comment expressed concern for business disruption during construction.

**3.1.C.7 Economic Development**

Two comments focused on the need for redevelopment in their areas, which they anticipated would occur with implementation of the Project.

**3.1.C.8 Energy**

Two comments suggested that the Project consider more energy efficient vehicles.

**3.1.C.9 Environmental Justice**

One comment felt that the subway route on Wilshire would increase access and cultural diversity. Another comment expressed believes the Project would improve access to jobs West of the 405 for many families.

**3.1.C.10 Geotechnical/Subsurface/Seismic/Hazardous Materials**

General geologic concerns were raised. Three comments raised concerns about tunneling under the La Brea tar pits. Four comments were made that included concerns about “gases” and the potential for an explosion. Two other comments noted that there was a potential for seismic issues.

**3.1.C.11 Historic, Archeological & Paleontological Impacts**

One comment from the Crenshaw neighborhood said that it is a historic preservation overlay zone and that eighty-nine percent of the single-family residences in the area are historically significant.

**3.1.C.12 Land Use and Development**

Five comments related to land use discussed the relationship of density, livability and, in a few instances, economic viability. In many instances the comments (ten) on station preferences centered on land use considerations, particularly at Crenshaw. One comment touched on the implementation of Transit Oriented Development (TOD). In two instances, the comment noted proposed projects or projects already under construction relative to the potential station sites.

One comment asked if there were any issues with a subway under a cemetery,

**3.1.C.13 Noise**

A comment requested for a noise analysis as part of the EIS/EIR. Another asked for a vibration analysis for areas that would tunnel under houses.

**3.1.C.14 Parking**

Nine comments related to park and ride were received. Five suggested park-and-ride lots in the areas of certain stations, while four noted that such facilities were not desirable and/or suggested restrictions. In areas where park-and-ride lots were of concern, one comment suggested that well-thought-out bus service should reduce the need for such lots. One comment noted the potential loss of on-street parking.



3.1.C.15 Pedestrians

Two comments discussed pedestrian accessibility and the need for adequate pedestrian space.

3.1.C.16 Security

A comment was made regarding concern about crime in the area of stations.

3.1.C.17 Transportation

Traffic was a concern expressed by six comments – both existing conditions and then positive improvements or concerns over construction routes, as noted previously. One comment wanted to see current commuters who cut through neighborhoods use the subway and eliminate this impact. The analysis needs to consider trip production and reduction, especially through neighborhoods.

Five comments also noted ridership and the potential to increase or decrease. One comment noted the potential for travel time savings.

3.1.C.18 Visual & Aesthetic Impacts

One comment noted the importance of good design around the station entrances. Another comment also noted the importance of scale and compatibility around stations.



Alignments	West Hollywood at San Vicente/Santa Monica (5) West Hollywood to Wilshire/La Cienega Avoid the La Brea Tar Pits Hollywood/Highland to Santa Monica Blvd to Beverly Hills (2)	
Issues	Address Westwood Issues (1) Avoid neighborhood disruptions (1) Benefits low-wage earners (1) Bike amenities (4) Connect with Exposition LRT (12) Create a SFV connection (11) Create more TOD (1) Do not put below grade (1) Do not travel under Comstock Hills (9) Does not want cut/cover used (1) Earthquake fears (3) Expedite project (11) Express service (2) Green House Gases (3) Impacts to water table (2)	Improve bus connections (3) Improve North/South connections (3) Increase park space (1) Increase pedestrian friendliness (2) Negative economic impact to businesses during construction (2) Provide parking (4) Provide senior and disabled access (2) Too expensive (1) Travel under Country Club (1) Tunnel concerns (6) Utility relocations (1) Utilize the Park Mile plan (1) Veterans Cemetery (1) Will bring increased congestion to project area (8)
MOS	Complete in multiple phases to Santa Monica (14) Complete in one phase to Santa Monica (2) MOS 1 to Century City (2) MOS 1 to Fairfax (1) MOS 3 (1) MOS to La Cienega (1) Use fewer MOS (6)	
Other	Plan now for a West Hollywood Extension (3) Turn Pico and Olympic Boulevards into one-way couplets (2) Support monorail (4) Does not support monorail (1) Use public/private partnerships (2)	





Alternatives	Alt 1		Alt 11		Both		Project Support	
	Yes	No	Yes	No	Yes	No	Yes	No
	18	0	45	0	43	0	19	4
Stations	Support						Does Not Support	
	@Hollywood Bowl (2) 3rd/Beverly (2) Cedar Sinai (4) Century City (2) Constellation/Avenue of the Stars (3) Hollywood/Highland (9) Olympic /Avenue of the Stars (1) Santa Monica/Robertson (1) Santa Monica @ Beverly Center (1) Santa Monica/ La Brea Santa Monica/20th (1) Santa Monica/Avenue of the Stars (3) Santa Monica/Beverly (3) Santa Monica/Doheny (1) Santa Monica/Fairfax (1) Santa Monica/La Cienega (2) Santa Monica/La Brea (2) Santa Monica/San Vicente (4) Sunset/La Cienega (1) UCLA (5) VA Hospital (3) West Hollywood (2)			Westfield Mall in Culver City (1) Westwood/Le Conte (4) Wilshire/16th(3) Wilshire/26th (1) Wilshire/3rd (2) Wilshire/4th (2) Wilshire/Barrington (4) Wilshire/Bundy (6) Wilshire/City of Santa Monica (1) Wilshire/Crenshaw (14) Wilshire/Fairfax (4) Wilshire/Federal (1) Wilshire/Galey (2) Wilshire/I-405 (7) Wilshire/La Cienega (3) Wilshire/La Brea (3) Wilshire/Manning (1) Wilshire/San Vicente/Barrington Wilshire/Sepulveda (5) Wilshire/Westwood (5)			Santa Monica/La Cienega (1) Wilshire/Crenshaw (14) Santa Monica/26th (1) Santa Monica/Westwood (1)	



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## **4.0 APPENDICES**

- A. Public Participation Plan**
- B. Notice of Intent**
- C. Notice of Preparation**
- D. Public Notices of the NOI/NOP and Scoping**
- E. Notice of Preparation Mailing List**
- F. Participating Agency Invitations**
- G. Agency Scoping Sign-ins/Presentation**
- H. Direct Mailer**
- I. Take-Ones**
- J. E-mail Blast**
- K. Newspaper Ads**
- L. Project Fact Sheet**
- M. Public Scoping Meeting Invitation Flyer**
- N. Public Scoping Meeting – April 13, 2009**
- O. Public Scoping Meeting – April 14, 2009**
- P. Public Scoping Meeting – April 16, 2009**
- Q. Public Scoping Meeting – April 20, 2009**
- R. Public Scoping Meeting – April 22, 2009**
- S. Public Scoping Meeting – April 23, 2009**
- T. Public Scoping Meeting Materials**
- U. Scoping Comments Received**
- V. Public Comments Tracker**

**Appendix A**  
**Public Participation Plan**

# Westside Subway Extension

## PUBLIC PARTICIPATION PLAN

### *1. Project Background and Purpose*

Over the past two decades, the converging dynamics of unprecedented population growth, subsequent demand for employment and housing, and the resultant traffic congestion, have residents throughout Los Angeles County – and especially on the Westside – advocating for feasible, efficient transportation options that will better connect people throughout the region from their homes to employment, and to educational, commercial, cultural and social destinations.

After many years of grappling with ever-increasing traffic congestion and recognizing Angelenos' growing frustration with commute times, Metro initiated the Alternatives Analysis phase of the Westside Extension Transit Corridor Study in September 2007 to fully explore possible regional solutions. This Study, one of the most ambitious and anticipated transportation planning efforts currently underway in the nation, builds upon several plans that have been conducted and completed over recent years.

During the course of these earlier studies, no single solution emerged and, as technical challenges were encountered, enthusiasm for costly construction projects waned. Yet, in recent years, the reality of ever-worsening traffic, escalating gas prices, scientific advances which now allow for safe tunneling through concentrated methane zones and, most importantly, proactive civic leadership and changing public perceptions, have generated the needed momentum to identify and analyze 21<sup>st</sup> century transportation solutions that will keep pace with the region's anticipated population growth and changing land uses.

In January 2009, Metro's Board of Directors approved the Westside Extension Transit Corridor Alternatives Analysis and authorized staff to proceed with the next phase of the project. This Draft Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)/Advanced Conceptual Engineering (ACE) phase follows the 12-month Alternatives Analysis that recommended two Build Alternatives for further study along with the No Build and Transportation System Management (TSM) alternatives. The Alternatives Analysis encompassed an in-depth public participation process that included scoping meetings, community update meetings, key stakeholder meetings and elected officials' briefings, as well as development and dissemination of informational materials, a project website, project information line and media relations.

The Draft EIS/EIR phase of the project, now known as the Westside Subway Extension, will involve an extensive and inclusive community outreach process that builds upon, and enhances the public engagement efforts developed during the Alternatives Analysis phase of the project. The Public Participation Plan that follows includes outreach not only to Westside stakeholders, but also to current and potential subway riders and a wider population of transit users in Los Angeles County. This effort will also re-engage targeted stakeholder outreach efforts during the Alternatives Analysis while, at the same time, identify and involve potential new interested stakeholders who may now, more than before, have a special interest in this project. This Plan builds upon Metro's experience with the Alternatives Analysis, including lessons learned and identification of potential opportunity areas as well as Metro's best practices in public outreach.

## **II. Study Area**

The Westside Subway Extension 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 five jurisdictions: the Cities of Los Angeles, West Hollywood, Beverly Hills, Santa Monica, as well as portions of unincorporated Los Angeles County. Approximately 310,000 people travel into the Westside for work every day from throughout the region, and this project would have the potential to add 95,000 to 115,000 new boardings onto the Metro Rail system from all over Los Angeles County.

Representative of greater Los Angeles County, this project area is extremely diverse both socioeconomically as well as culturally. Some of the wealthiest and poorest communities in Los Angeles make up the study area ranging from Beverly Hills to Wilshire Center/Koreatown. Amongst others, enclaves English, Spanish, Korean, Russian and Persian language groups are represented in the project area.

## **III. Compliance with Federal Requirements (SAFETEA-LU)**

The Transportation Equity Act for the 21st Century (TEA-21) was subsequently succeeded by the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) on August 10, 2005 by Congress. TEA-21 and SAFETEA-LU continue the strong federal emphasis on public participation, requiring that the public participation plans of metropolitan planning processes “*be developed in consultation with all interested parties and ... provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan*”. As outlined in the bill, methods to accommodate these goals, to the maximum extent possible, include:

- Holding any public meetings at convenient and accessible locations and times;
- Employing visualization techniques to describe plans;
- Making public information available in electronically accessible formats and means, such as the internet, as appropriate, to afford reasonable opportunity for consideration of public information.
- Coordinating local public participation/involvement processes with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs, and reduce redundancies and costs.

SAFETEA-LU also expanded the definition of participation by “interested parties”. Broadly defined it now includes as its partners, groups and individuals who are affected by or involved with transportation in the appropriate County and the surrounding region. Examples stated include citizens, affected public agencies, representatives of public transportation employees, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

SAFETEA-LU also requires that public meetings be held at convenient and accessible times and locations, that all plans be available by website and documents be written in easy, understandable language utilizing visual components.

This Public Participation Plan was developed cognizant of compliance with SAFETEA-LU and conforms to the public participation requirements of NEPA, CEQA and the FTA New Starts program.

#### IV. Public Participation Plan

The public engagement effort during the Alternatives Analysis phase of the Metro Westside Extension Transit Corridor project showed clearly that the public is supportive of enhanced transit opportunities to serve the study area. Overwhelmingly, community members want an efficient and rapid system, specifically a subway, to help them reach Westside destinations as well as connect to transit that will take them throughout Los Angeles County. As the Draft EIS/EIR phase of the project moves forward, Metro will again work closely with the diverse communities in the project area and beyond to hear feedback about developing a transit system for the Westside that will ultimately best serve the entire County.

The following Public Participation Plan (PPP) for the Westside Subway Extension project provides a proactive and comprehensive guide to community outreach efforts throughout the Draft EIS/EIR phase of the project. Building on the foundation of the public involvement and consensus public effort developed during the Alternatives Analysis, the PPP will:

- Utilize an inclusive outreach strategy that maximizes input from a broad range of project stakeholders;
- Provide forums for residents, businesses and community leaders to participate in the planning of a new transit system;
- Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and,
- Establish a forum for informing stakeholders on a regular basis as the project evolves.

During the Draft EIS/EIR process, the public will have ongoing opportunities to provide input into the project on issues such as further refinement of the alternatives, station locations, bus/rail interface, other transit issues, urban design, land use development issues, neighborhood and community impacts, environmental impacts, and mitigation measures. The intent of the public involvement process is to work cooperatively with the community toward the development of a preferred alternative that meets the purpose and need of the project.

##### a. Schedule Summary

The approximately 22-month schedule for the Draft EIS/EIR is summarized below. A series of scoping meetings, community update meetings and formal public hearings will be held at key milestones. In addition, the project team will continue to meet with stakeholder groups. The public engagement effort will continue throughout the study as urban design proceeds and targeted stakeholders are involved in the planning process.

April 2009	Summer 2009	Fall 2009	Early Winter 2009	Summer 2010	Early Fall 2010	Fall 2010
• Scoping Period	• Project Update Meetings	• Project Update Meetings	• Project Update Meetings	• Project Update Meetings	• Circulate Draft EIS/EIR	• Metro Board FEIR Decision (Anticipated)

## ***b. Stakeholder Identification***

Metro will maintain and update the stakeholder database developed during the Alternatives Analysis to track interested individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. Building on the database developed during the Alternatives Analysis phase of the study, Metro will continue to provide ongoing maintenance and updates to keep the information current. Stakeholders for this study include, but are not limited to:

- Local, County, Federal & State Elected Officials
- Neighborhood Councils, Associations and Community Councils
- Business and Labor Associations and Groups
- Retail & Entertainment Centers/Key Destinations
- Education, Cultural, Religious and Health Care Institutions along the proposed alignment(s)
- Transit Advocacy and Environmental Groups
- Public Agencies/Officials
- Cities along all existing and proposed alignments

Communication with individuals and organizations beyond the physical study area will be addressed during this phase given the regional significance of the project. Special effort will be made to include non-English speaking communities on the database, and to engage underrepresented populations.

## ***c. Public Scoping Meetings, Community Updates and Public Hearings***

Metro recommends the timeline described in section IVa for scheduling, coordinating and facilitating public meetings during the approximately 22-month Draft EIS/EIR phase of the study, including the project Scoping meetings, additional Community Update meetings and the formal Public Hearings. Metro anticipates six (6) sets of community meetings to coincide with the project milestones. Based on past experience with the Alternatives Analysis phase, these meetings will be held approximately quarterly during this phase of the project. As in the past, most community meetings would be preceded by briefing key Metro Board members, as well as local elected officials. Translation service (in Spanish for all meetings and in Korean for 1 meeting) will be provided; hearing impaired support is provided as requested.

### ***c1. Facilitation of Draft EIS/EIR Scoping Meetings***

Metro will conduct six (6) Public Scoping meetings, one (1) Agency meeting and two (2) briefings for local elected officials within the scoping period of the project to solicit comment and input for the Draft EIS/EIR prior to the May 7, 2009 deadline for public scoping comments. The scoping meetings will be held throughout the project area, typically in Wilshire Center/Koreatown, Miracle Mile, Beverly Hills, West Hollywood, Westwood and Santa Monica. The purpose of these meetings is to inform the public about the study, solicit input on the alternatives to be considered and identify issues and areas of concern that will need to be addressed further in the Draft EIS/EIR. The formal Scoping meetings will be recorded by a court reporter and documented as a part of the Draft EIS/EIR planning effort



### *c2. Public Update Meeting Coordination and Facilitation*

Four (4) rounds of community update meetings will be held during the Draft EIS/EIR and will coincide with key milestones. Metro will schedule and facilitate these public meetings, in up to five (5) locations, for a total of 20 community update meetings. A detailed summary of comments and meeting notes will be prepared after each round of meetings. Prior to each round of community update meetings, Metro will schedule two briefing meetings for local elected officials. All presentation materials and meeting handouts will be posted to the Westside Subway Extension website and translated as appropriate.

### *c3. Public Hearings*

Metro anticipates five (5) formal Public Hearings, coordinated with the Draft EIS/DEIR formal public comment period and consistent with the California Environmental Quality Act (CEQA), FTA, and National Environmental Policy Act (NEPA) guidelines. As for the scoping meetings, Metro will schedule a briefing meeting for elected officials prior to the hearings. At the conclusion of the public hearings, Metro will develop a written summary which will include the number of attendees, major issues, and concerns raised, and recommended actions to address the issues. All written comments submitted at the public hearing and via email and US mail will be electronically scanned and included in the project documentation.

### *d. Additional Public and Stakeholder Meetings*

As was undertaken during the Alternatives Analysis, Metro will meet with groups and individuals including but not limited to Homeowner Associations, Neighborhood Councils, businesses and business associations, and other stakeholders and interested parties. Metro will proactively continue to coordinate with these important project stakeholder groups in the area to engage them in the planning process. At the same time, Metro will respond to requests from community groups and other organizations to participate in their meetings.

### *e. Formation of Working Groups and Committees*

A very effective tool for soliciting substantive community input is to establish working groups or ad-hoc advisory committees where key stakeholders could roll up their sleeves to address focused localized issues, urban design guidelines or specific geographic concerns. These groups contribute effectively towards finding compromises, identifying acceptable mitigation measures and ultimately building consensus.

#### *e.1 Formation of Westside Subway Extension Urban Design Working Group*

Building on the success of the urban design effort in the Alternatives Analysis phase, Metro will establish an Urban Design Working Group to address details of station location and design. This group will primarily be made up of officials from the 5 local jurisdictions.

#### *e.2 Other Working Groups and Committees*

Special Study Working Groups or Committees will also be formed around specific issues, geographic interests or other concerns that may be apparent now or might emerge during the Draft EIS/EIR phase. These Committees may meet regularly, sporadically or to proactively address emerging issues.

### ***f. Events***

To reach out to those not active in civic issues or who do not typically attend community meetings, Metro will participate in local events such as festivals, fairs and other grassroots outreach opportunities. In addition to the events that Metro already participates in, other local opportunities to raise the project's visibility and awareness within the study area will be explored such as farmers markets, mall or shopping center booths and other more community-focused events.

### ***g. Briefings for Elected Officials and Government Agencies***

Metro will continue to brief the offices of elected officials prior to all key milestones.

### ***h. Public Notices and Meeting Publicity***

Public notices and meeting publicity for the Westside Subway Extension will include, but are not limited to:

- Placement of display advertisements prior to the scoping meetings, community update meetings and public hearings in local, ethnic and multi-lingual publications.
- Mail-out of meeting notice to project database.
- Email notification to all in the project database with email addresses prior to all meetings as well as email reminders for upcoming meetings
- Post meeting information on the Metro website ([www.metro.net/westside](http://www.metro.net/westside))
- Update Westside Subway Extension Facebook page and distribute meeting invitations via Facebook
- Placement of "Take One" meeting notices on Metro trains and buses serving the project area including the Metro Red and Purple lines, as well as buses serving Wilshire Boulevard
- Distribution of meeting notices at key gathering places such as libraries, community recreational buildings, and local offices of elected officials
- Development of Project Scoping Presentation Materials in multimedia, easy-to-understand, and multi-language formats
- Publicity for the meetings will be consistent with FTA requirements.

### ***i. Collateral Materials Development***

Metro will continue to develop text and visuals for collateral materials, specifically Mailers, Brochures, Fact Sheets, "Take Ones", Frequently Asked Questions (FAQs), and other pieces as needed, as well as a quarterly e-bulletin/newsletter during the Draft EIS/EIR phase. Materials will be translated, at minimum, into Spanish and, as requested Korean. Metro will also develop an easy-to-read and quick-reference project e-bulletin/newsletter to be distributed approximately quarterly.

### ***j. Website***

The project website ([www.metro.net/westside](http://www.metro.net/westside)) will be regularly updated to coincide with key milestones. In addition to serving as a source for public information, the website will also serve as a way to gather information. The webpage will facilitate ongoing database additions and provide a means for the community to provide input, ask questions, receive responses and distribute study materials. Metro will monitor web page use, track activity through the project database and respond to inquiries within one business day. Metro will also utilize the web page as a means to grow the regional presence of this project. Approaches to accomplishing this may include encouraging feedback from non-Westside residents by publicizing the website and seeking feedback via tools such as on-line surveys and comment forms.

### ***k. Print and Broadcast Media***

Metro takes a proactive role working with the mainstream media to publicize all community meetings and to raise awareness of the Westside Subway Extension project. This includes the development of press releases and placement of display advertisements. This effort is complemented by outreach to grassroots, ethnic and niche print, broadcast and new media. For the Draft EIS/EIR phase, Metro will outreach to wider media such as traffic reporters, as well as the Spanish and Korean-language media.

### ***l. Use of New Media for Study Outreach***

Metro will continue to utilize “new” media such as blogs, electronic news outlets, chat rooms, discussion boards, etc. to raise awareness of its projects. Metro will continue to use Facebook and other new media resources (social networking forums) to inform and educate project stakeholders about the study. A complete record of all blogging and other electronic communications on the project will also be maintained.

### ***m. Project Telephone Information Line***

Metro will continue to develop and regularly update outgoing messages for its dedicated project telephone Information Line located at 213.922.6934. This Information Line will provide basic study information and allow callers to leave recorded questions and requests for information. Metro will monitor the Information Line and provide ongoing tracking via a phone log. The Information Line is maintained in English and Spanish.

### ***n. Development of Graphics, Photography and Video***

Metro will continue to develop graphics, provide a visual history of the project with photographs and create short video clips for this phase of the project. All graphics are designed to be user friendly, easily understandable and to show complex issues as simply as possible. Videos, in particular, will be utilized to provide updates, address topics and focused areas. This is a way to keep the website fresh, interesting and engaging, and to reach out to those who may not be able to attend public meetings.

## ***VI. Public Participation Measures of Effectiveness***

On a periodic basis, the Public Participation process will be reviewed to determine if modification of any particular strategy is necessary or if additional strategies need to be incorporated into the Plan to reach desired demographic groups.

**Appendix B**

**Notice of Intent**

**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](mailto:litvakj@metro.net).

Scoping materials will be available at the meetings and on the LACMTA website ([www.metro.net/westside](http://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](mailto: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, 15<sup>th</sup> 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](mailto: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](mailto: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](http://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 4<sup>th</sup> 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 4<sup>th</sup> 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](http://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:

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

**Appendix C**  
**Notice of Preparation**

California Home

Monday, April 13, 2009



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## Westside Subway Extension

**SCH Number:** 2009031083

**Type:** NOP - Notice of Preparation

### 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.

### Project Lead Agency

Los Angeles County

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### Contact Information

**Primary Contact:**

David Mieger

Los Angeles County Metropolitan Transportation Authority -LACMTA

(213) 922-3040

One Gateway Plaza

Los Angeles, CA 90012

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### 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

Parcel No: Various

Township:

Range:

Section:  
Base:  
Other Location Info:

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**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

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**Development Type**

Transportation: Other

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**Local Action**

Other Action

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**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

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**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

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

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## **Appendix D**

### **Public Notices of the NOI/NOP and Scoping**

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT (EIS)  
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR)

TO: AGENCIES, ORGANIZATIONS, & INTERESTED PARTIES  
SUBJECT: NOTICE OF INTENT/NOTICE OF PREPARATION OF AN EIS/EIR  
PROJECT TITLE: WESTSIDE EXTENSION TRANSIT CORRIDOR PROJECT

**The PROPOSED PROJECT:** The proposed heavy rail transit project 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 Westside Subway Extension would extend the Metro Rail heavy rail technology via Wilshire Boulevard from the current terminus of the Metro Purple Line at the Wilshire/Western Station or possibly via a combined alternative that would extend the Metro Purple Line via Wilshire and also extend the Metro Red Line from the Hollywood/Highland Station to the Westside potentially as far as downtown Santa Monica.



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

The EIS will be prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) and its implementing regulations, as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Metro 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.

**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 would 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 Western Avenue and Highland Avenue in Los Angeles. The proposed Westside subway extension project is included in Measure R, a 1/2 cent sales tax measure approved by the Los Angeles County voters in November 2008.

**ALTERNATIVES:** The Westside Transit Corridor Extension Alternatives Analysis Report prepared by Metro was completed in January 2009, and is available on the project website at [www.metro.net/westside](http://www.metro.net/westside). The report identified four alternatives for further consideration in the EIS/EIR. The four alternatives include the following two subway alignment alternatives plus the No Build and Transportation Systems Management (TSM) alternatives.

**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 a direct connection at the Wilshire/Western station.

**Wilshire/Santa Monica Boulevard Combined HRT Subway:** This alignment alternative includes all of the above Wilshire Boulevard HRT Subway and also includes the extension of the Metro Red Line from Hollywood/Highland Station to 4th Street and Wilshire Boulevard in Santa Monica. It has 14 stations and 1 optional station.

**Minimum Operable Segments:** A total of four Minimum Operable Segment Alternatives will be included for analysis including the following: (1) Wilshire Boulevard HRT Subway from Wilshire/Western to Fairfax (3 miles); (2) Wilshire Boulevard HRT Subway from Wilshire/Western to Century City (6.5 miles); (3) Wilshire Boulevard HRT Subway from Wilshire/Western to Westwood/UCLA vicinity (8 to 9.5 miles); and (4) MOS #3 plus Metro Red Line HRT Subway from Hollywood/Highland via Santa Monica Boulevard (12.5 to 14 miles).

**No Build Alternative:** This EIS will also consider a No Build Alternative that includes all existing highway and transit services and facilities and the committed highway and transit projects in the current Metro 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 Metro 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 existing 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 additional measures to improve service.

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.

**The EIS PROCESS AND THE ROLE OF PARTICIPATING AGENCIES AND THE PUBLIC:** The purpose of this EIS/EIR process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and METRO will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project, including impacts to sensitive resources, cultural resources, historic and archaeological resources, paleontological resources, and parks and recreation areas, community and neighborhood compatibility and environmental justice, visual and aesthetic impacts, natural resources (including air quality, wetlands, water resources, noise, vibration) and 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.

**DATES:** Written comments on the scope of the EIS, including the project's purpose and need, the alternatives proposed, to be considered the impacts to be evaluated, and the methodologies to be used in the evaluation should be sent to Metro on or before May 7, 2009. The following public scoping meetings are scheduled on the scope of the EIS/EIR process on the following dates:

- Monday, April 13, 2009, 5:00 p.m. to 8:00 p.m. at LACMA, 5905 Wilshire Boulevard, Los Angeles, CA 90036.
- Tuesday, April 14, 2009, 6:00 p.m. to 9:00 p.m. at Plummer Park, 7377 Santa Monica Boulevard, West Hollywood, CA 90046.
- Thursday, April 16, 2009, 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, 6:00 p.m. to 8:00 p.m. at Westwood Presbyterian Church, 10827 Wilshire Boulevard, Los Angeles, CA 90024.
- Thursday, April 23, 2009, 6:00 p.m. to 8:00 p.m. at Santa Monica Community Center, 2300 Highland Avenue, Santa Monica, CA 90401.

The project's purpose and need, and the alternatives addressed in the Alternatives Analysis Study and recommended for analysis by the Metro Board of Directors in this EIS 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 sign language interpretation, to participate in a scoping meeting should contact Ms. Jody Litvak, Los Angeles County Metropolitan Transportation Authority (Metro) at 213-922-1240, or [litvaj@metro.net](mailto:litvaj@metro.net) at least 72 hours in advance of the meeting. Scoping materials will be available at the meetings and are available on the project website at [www.metro.net/westside](http://www.metro.net/westside).

**ADDRESSES:** Comments will be accepted at the public meetings or they may be sent to Mr. David Mieger, AICP, Project Manager 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 [dmieger@lacmta.net](mailto:dmieger@lacmta.net).

**FOR FURTHER INFORMATION CONTACT:** Mr. Ray Tebbe, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1550, Los Angeles, CA 90017, phone (213) 203-3956, e-mail [ray.tebbe@dot.gov](mailto:ray.tebbe@dot.gov).



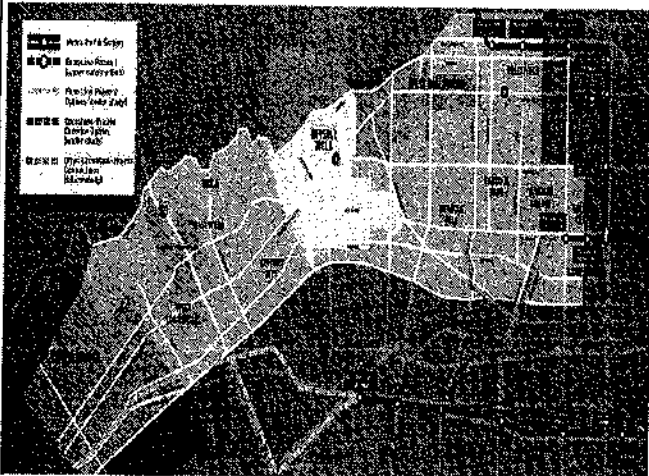
**Metro**

**AVISO DE INTENTO PARA PREPARAR UNA DECLARACIÓN DE IMPACTO AMBIENTAL (EIS) AVISO DE PREPARACIÓN DE UN INFORME DE IMPACTO AMBIENTAL (EIR)**

**PARA:** AGENCIAS, ORGANIZACIONES Y PARTES INTERESADAS  
**TEMA:** AVISO DE INTENCIÓN /AVISO DE PREPARACIÓN DE UN EIS/EIR  
**TÍTULO DEL PROYECTO:** PROYECTO DE AMPLIACIÓN DEL CORREDOR DE TRÁNSITO EN WESTSIDE

**El PROYECTO PROPUESTO:** El proyecto propuesto de tránsito férreo pesado incluye partes de cinco jurisdicciones. Las ciudades de Los Angeles, West Hollywood, Beverly Hills, Santa Monica, así como áreas no establecidas del Condado de Los Angeles, California. El estudio de área se define en general como extendiéndose al norte del pie de las Montañas de Santa Monica junto a Hollywood, Sunset y San Vicente Boulevards, al este de las estaciones de Metro Rail en Hollywood/Highland y Wilshire/Western, al sur de Pico Boulevard y al oeste del Océano Pacífico.

La Ampliación del Subterráneo Westside extenderá la tecnología férrea pesada de Metro Rail a través del Wilshire Boulevard desde la terminal actual del Metro Purple Line hasta la Estación Wilshire/Western o posiblemente a través de una combinación que ampliaría la línea Metro Purple y también ampliaría el Metro Red Line desde la Estación Hollywood/Highland hasta el Westside potencialmente tan lejos como el centro de Santa Monica.



**RESUMEN:** La Federal Transit Administration o FTA y la Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro) tienen la intención de preparar una declaración de Impacto Ambiental (EIS) para el Proyecto de Ampliación del Subterráneo Westside en el Condado de Los Angeles, California. Metro opera el sistema de tránsito Metro en el Condado de Los Angeles. El proyecto propuesto ofrecerá el metro y otras mejoras de tránsito dentro de la Ampliación del Corredor Subterráneo de Tránsito Westside.

El EIS será preparado de acuerdo con los requisitos de la Ley de Política Ambiental Nacional (NEPA por sus siglas en inglés) y sus reglas de implementación, así como las provisiones de la recientemente promulgada Ley de Transporte Seguro, Responsable, Flexible y Eficiente. Un Legado para los Usuarios (SAFETEA-LU). Metro también usará el documento EIS para cumplir con la Ley de Calidad Ambiental de California (CEQA por sus siglas en inglés), la cual requiere un Informe de Impacto Ambiental o EIR. El propósito de este aviso es alertar a las partes interesadas acerca de la intención de preparar el EIS para proveer información sobre la naturaleza de la propuesta del proyecto y las posibles alternativas, para invitar a la participación del público en el proceso EIS (incluyendo ofrecer comentarios sobre el alcance del Borrador de la Declaración de Impacto Ambiental (DEIS por sus siglas en inglés), para anunciar que las reuniones públicas del alcance se llevarán a cabo, y para identificar los contactos de las agencias participantes y colaboradoras.

**PROPÓSITO Y NECESIDAD DEL PROYECTO:** El propósito de este proyecto es tratar sobre la necesidad de movilizarse de los residentes, trabajadores y visitantes que viajan de ida y vuelta, y dentro de la Ampliación de Estudio del Área Westside altamente congestionada y proporcionar transporte público más rápido y confiable de alta capacidad que los servicios existentes, los cuales operan en flujo de tráfico mixto. Esta propuesta para el mejoramiento del metro traerá un aumento significativo en la capacidad de este a oeste y un mejoramiento en cuanto a la movilidad de personas y reducción del tiempo de tránsito. A nivel general del condado, el proyecto fortalecerá el acceso regional al conectar las redes del Metro bus, Metro rail y Metrolink a un tránsito de mayor capacidad que sirva el Área de Estudio. La meta total del proyecto es mejorar la movilidad en la Ampliación del Corredor Subterráneo de Tránsito Westside al ampliar los beneficios de los servicios férreos y de bus Metro Red/Metro Purple existentes más allá de su actual terminal cerca de Western Avenue y Highland Avenue en Los Angeles. El proyecto propuesto de ampliación del subterráneo Westside se incluye en Measure R, un impuesto de venta de 1/2 centavo aprobado por los votantes del Condado de Los Angeles en noviembre de 2008.

**ALTERNATIVAS:** El Análisis del Informe de la Ampliación del Corredor Subterráneo de Tránsito Westside preparado por Metro fue terminado en enero de 2009, y está disponible en el portal del proyecto [www.metro.net/westside](http://www.metro.net/westside). El informe identificó cuatro alternativas para consideraciones adicionales en el EIS/EIR. Las cuatro alternativas incluyen las siguientes dos alternativas de metro además de las opciones No Build y Transportation System Management o TSM.

**Alineamiento de Tránsito Pesado Férreo de Wilshire Boulevard (HRT por sus siglas en inglés):** Esta alternativa de alineamiento amplía el subterráneo de la estación Metro Purple Line Wilshire/Western hasta la 4th Street y Wilshire Boulevard en Santa Monica. Tiene 10 estaciones y 1 estación opcional. El alineamiento generalmente está debajo de Wilshire Boulevard con una conexión directa a la estación Wilshire/Western.

**Subterráneo Combinado HRT Wilshire/Santa Monica Boulevard:** Las alternativas de alineamiento incluyen todos los Subterráneos Wilshire Boulevard HRT y también incluyen la ampliación de la Metro Red Line desde la Estación Hollywood/Highland hasta la 4th Street y Wilshire Boulevard en Santa Monica. Tiene 14 estaciones y 1 estación opcional.

**Segmentos Mínimos Operativos:** Un total de cuatro Alternativas de Segmentos Mínimos Operativos serán incluidos para análisis incluyendo los siguientes: (1) Subterráneo HRT Wilshire Boulevard desde Wilshire/Western hacia Fairfax (3 millas); (2) Subterráneo HRT Wilshire Boulevard desde la Wilshire/Western hacia Century City (6.5 millas); (3) Subterráneo Wilshire Boulevard HRT desde Wilshire/Western hacia el vecindario de Westwood/UCLA (8 a 9.5 millas); y (4) MOS #3 además del Subterráneo Metro Red Line HRT de Hollywood/Highland via Santa Monica Boulevard (12.5 a 14 millas).

**Alternativa de No Construir:** El EIS también considerará la Alternativa de No Construir que incluye todos los servicios de tránsito y autopista existentes, las instalaciones y los proyectos comprometidos de tránsito y autopista en el actual Plan de Transporte Metro de Largo Alcance y el Plan Gubernamental de Transporte Regional de la Asociación del Sur de California para el actual 2008. No se construirá nueva infraestructura dentro del Área de Estudio, aparte de los proyectos actuales bajo construcción, o financiados para construir y operar para el año 2030 por la recientemente aprobada Measure R e identificada en el Plan de Transporte Metro de Largo Alcance. Mejoras importantes propuestas para la autopista que afectan la Ampliación del Corredor Subterráneo de Tránsito Westside entre ahora y el año 2030 incluyendo la conclusión de los segmentos faltantes de los carriles de transporte compartido (HOV lanes) en la Autopista Interestatal 405 (I-405). Desde la perspectiva de tránsito férreo, la Alternativa de No Construir incluye las Líneas existentes Metro Purple y Metro Red junto con los bordes este y noroeste del área de estudio. Esta alternativa también incluye una rica red de rutas de autobús local, rápido y Metro Rapid que continuará ofreciéndose, en ambas rutas de autobús, así como ampliaciones y modificaciones propuestas.

**Alternativa Transportation System Management (TSM):** El EIS también considerará la Alternativa TSM, la cual mejora la Alternativa de No Construir y mejora el actual servicio Metro Rapid Bus y autobús local en el área de estudio de la Ampliación del Corredor Subterráneo de Tránsito Westside. Esta alternativa enfatiza un servicio más frecuente y capital de bajo costo y mejoras operativas para reducir los atrasos y mejorar la movilidad. Aunque la frecuencia del servicio es muy buena, esta alternativa considera mejorar el servicio de autobús durante los períodos pico en rutas seleccionadas. Además de las alternativas descritas antes, otras alternativas de tránsito que no fueron consideradas previamente en el Estudio de Análisis de Alternativas y presentadas durante el proceso de exploración serán evaluadas para inclusión potencial en el EIS.

**EL PROCESO EIS Y EL PAPEL DE LAS AGENCIAS PARTICIPANTES Y DEL PÚBLICO:** El propósito de este proceso EIS/EIR es el de estudiar, en un ambiente público, los efectos y las alternativas del ambiente físico, humano y natural del proyecto propuesto. El FTA y METRO evaluarán todos los impactos ambientales, sociales y económicos de la construcción y operación del proyecto propuesto. Las áreas que se abordarán incluyen: Transporte; uso de suelo y desarrollo, adquisición de terreno, desplazamientos y traslados; recursos culturales (incluyendo histórico, arqueológico y paleontológico y áreas para parques y actividades recreativas); compatibilidad comunitaria y con el vecindario y justicia ambiental; impactos visual y estético; recursos naturales (incluyendo calidad del aire, pantanos, recursos acuáticos, ruido, vibración) y cambios climáticos y uso de la energía; seguridad, factores geotécnicos (incluyendo polígonos subterráneos y sísmicos) y materiales tóxicos, y vida silvestre y ecosistemas (incluyendo especies en extinción). Las medidas para evitar, minimizar y mitigar todos los impactos negativos serán identificadas y evaluadas.

**FECHAS:** Los comentarios por escrito en el ámbito del EIS, incluyendo el propósito y necesidad del proyecto, las alternativas propuestas serán consideradas, los impactos evaluados, y las metodologías que serán usadas en las evaluaciones serán enviadas a Metro el 7 de mayo de 2009 a la siguiente dirección: Las reuniones públicas de alcance aceptarán los comentarios sobre la trascendencia del EIS/EIR, las cuales se llevarán a cabo en las siguientes fechas:

- Lunes 13 de abril, 2009, 6:00 p.m. a 8:00 p.m. en LACMA, 5905 Wilshire Boulevard, Los Angeles, CA 90036.
- Martes 14 de abril, 2009, 6:00 p.m. a 8:00 p.m. en el Plummer Park, 7377 Santa Monica Boulevard, West Hollywood, CA 90046.
- Jueves 16 de abril, 2009, 6:00 p.m. a 8:00 p.m. en la Biblioteca Pública de Beverly Hills, 444 N. Rexford Drive, Beverly Hills, CA 90210.
- Lunes 20 de abril, 2009, 6:00 p.m. a 8:00 p.m. en Westwood Presbyterian Church, 10822 Wilshire Boulevard, Los Angeles, CA 90024.
- Jueves 23 de abril, 2009, 6:00 p.m. a 8:00 p.m. en la Biblioteca Pública de Santa Monica, 601 Santa Monica Boulevard, Santa Monica, CA 90401.

El propósito y necesidad del proyecto y las direcciones alternativas en el Estudio de Análisis de Alternativas y recomendaciones para el análisis por la Junta de Directores Metro en este EIS serán presentados en estas reuniones. Los edificios utilizados para las reuniones de alcance son accesibles para personas con discapacidades. Cualquier persona que requiera asistencia especial, tal como intérprete lenguaje de señas, que participe en una reunión de alcance debe comunicarse con la Sra. Jody Litvak, Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro) al 213-922-1240, o [litvakj@metro.net](mailto:litvakj@metro.net) al menos 72 horas antes de la reunión. Los materiales de enfoque o alcance estarán disponibles en las reuniones y están disponibles en el portal del proyecto en [www.metro.net/westside](http://www.metro.net/westside).

**DIRECCIONES:** Se aceptarán los comentarios en las reuniones públicas o pueden ser enviadas al Sr. David Mjeger, AICP, Director del Proyecto y Director Interino, Autoridad de Transporte Metropolitano del Condado de Los Angeles (LACMTA), One Gateway Plaza, Los Angeles, CA 90012, teléfono 213-922-3040, dirección electrónica [mjegerd@metro.net](mailto:mjegerd@metro.net).

**PARA MAYOR INFORMACIÓN COMUNIQUESE CON:** Mr. Ray Tellis, Líder del Equipo, Oficina Metropolitana de Los Angeles, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, teléfono (213) 202-3956, correo electrónico [rav.tellis@dot.gov](mailto:rav.tellis@dot.gov).



**Appendix E**

**Notice of Preparation of Mailing List**



## Participating Agencies

Local Participating Agencies							
First Name	Last Name	Job Title	Company	Address	City	State	Zip
Dale	Geldert	Chief	Beverly Hills Fire Department	445 N. Rexford Drive	Beverly Hills	CA	90210
Timothy J.	Scranton	Chief	Beverly Hills Fire Department	445 N. Rexford Drive	Beverly Hills	CA	90210
David	Snowden	Chief	Beverly Hills Police Department	464 N. Rexford Drive	Beverly Hills	CA	90210
Martha	Eros		City of Beverly Hills	457 N. Rexford Drive, Suite 130	Beverly Hills	CA	90210
Aaron	Kunz	Transportation	City of Beverly Hills	457 N. Rexford Drive, Suite 130	Beverly Hills	CA	90210
David	Gustavson	Director, Public Works and Transportation	City of Beverly Hills	455 N. Rexford Drive, Suite 130	Beverly Hills	CA	90210
Aaron	Kunz	Deputy Director of Transportation	City of Beverly Hills	456 N. Rexford Drive, Suite 130	Beverly Hills	CA	90210
Johnathan	Lait	City Planner	City of Beverly Hills	455 N. Rexford Drive	Beverly Hills	CA	90210
Ann	McIntosh	Director, Community Development	City of Beverly Hills	445 N. Rexford Drive, Room G40	Beverly Hills	CA	90210
Steve	Miller	Director, Community Services	City of Beverly Hills	455 N. Rexford Drive	Beverly Hills	CA	90210
Larry	Sukurai	Principal Planner	City of Beverly Hills	455 N. Rexford Drive	Beverly Hills	CA	90210
Roderick	Wood	City Manager, City Manager's Office	City of Beverly Hills	455 N. Rexford Drive	Beverly Hills	CA	90210
Steve	Zoet	Assistant Director, Community Services	City of Beverly Hills	445 N. Rexford Drive	Beverly Hills	CA	90210
Detrich B.	Allen	Director, Environmental Affairs Department	City of Los Angeles	200 North Spring St., Room 2005	Los Angeles	CA	90012
Vince	Bertoni	Deputy Director of Planning	City of Los Angeles	201 North Figueroa	Los Angeles	CA	90012
Jane	Blumenfeld	Principal City Planner	City of Los Angeles	201 North Figueroa	Los Angeles	CA	90012
Ed	Ebrahimian	Director, Public Works/Street Lighting	City of Los Angeles	1149 South Broadway, Suite 200	Los Angeles	CA	90015
S. Gail	Goldberg	Director of Planning	City of Los Angeles	201 North Figueroa	Los Angeles	CA	90012
Gary Lee	Moore	Director, Public Works/Engineering	City of Los Angeles	1149 South Broadway, Ste. 700	Los Angeles	CA	90015
William A.	Robertson	Director, Public Works/Street Services	City of Los Angeles	1149 South Broadway, Suite 400	Los Angeles	CA	90015
Ellis M.	Stanley, Sr., CEM	Director, Department of Emergency Preparedness	City of Los Angeles	200 North Spring St., Room 1533	Los Angeles	CA	90012
Antonio	Villaraigosa	Mayor	City of Los Angeles	200 N Spring St, Rm 303	Los Angeles	CA	90012
Enrique C.	Zaldivar	Director, Bureau of Public Works/Sanitation	City of Los Angeles	1149 South Broadway, 9th Floor	Los Angeles	CA	90015
Kris	Werner	Senior Lead Officer	City of Los Angeles Police Department	251 East 6th St	Los Angeles	CA	90012
Andrew A.	Adelman	General Manager	City of Los Angeles, Building and Safety	201 N Figueroa St, Ste 1000	Los Angeles	CA	90012
Richard L.	Benbow	Director	City of Los Angeles, Community Development	1200 W 7th St	Los Angeles	CA	90017
Olga	Garay	Executive Director	City of Los Angeles, Cultural Affairs	201 N Figueroa St, Ste 1400	Los Angeles	CA	90012
James G.	Featherstone	Director	City of Los Angeles, Emergency Management	200 N Spring St, Rm 1533	Los Angeles	CA	90012
Rudolf C.	Montiel	President/CEO	City of Los Angeles, Housing Authority	2600 Wilshire Blvd	Los Angeles	CA	90057
Ken	Bernstein	Manager	City of Los Angeles, Office of Historic Resources	200 N Spring St, Rm 620	Los Angeles	CA	90012
Tyree	Wieder	Board of Library Commissioners	City of Los Angeles, Public Library	630 W 5th St	Los Angeles	CA	90071
Jon Kirk	Mukri	General Manager	City of Los Angeles, Recreation and Parks	221 N. Figueroa St., Suite 100	Los Angeles	CA	90012
Camille D.	Walls	City Planner	City of Los Angeles, Recreation and Parks	221 N. Figueroa St., Suite 100	Los Angeles	CA	90012
Melinda	Gejer	Planning Associate	City of Los Angeles, Recreation and Parks	221 N. Figueroa St., Suite 100	San Francisco	CA	94102
H. David	Nahai	Chief Executive Officer/General Manager	City of Los Angeles, Water and Power	111 N Hope St	Los Angeles	CA	90012
Michelle	Sorkin	Community Planner for West Los Angeles	City of Los Angeles: Planning	200 North Spring Street, MS-395	Los Angeles	CA	90012
Jon	Foreman		City of Los Angeles: Planning	200 N Spring St Rm 721	Los Angeles	CA	90012-3244
Jay	Kim		City of Los Angeles, Department of Transportation	100 S. Mail St., 10th Floor	Los Angeles	CA	90012
Kang	Hu	Senior Transportation Engineer	City of Los Angeles Department of Transportation	100 S. Mail St., 10th Floor	Los Angeles	CA	90012
Susan	Bok		City of Los Angeles Department of Transportation	100 S. Mail St., 10th Floor	Los Angeles	CA	90012
Julie	Sauter		City of Los Angeles: Public Works: Bureau of Engineering	221 N Figueroa Rm 1600	Los Angeles	CA	90012
Dung	Tran	Bridge Improvement Program	City of Los Angeles: Public Works: Bureau of Engineering	221 N Figueroa St Apt 350	Los Angeles	CA	90012
Curtis	Tran		City of Los Angeles, Street Improvement and Stormwater Division	1149 S. Broadway, Suite 700	Los Angeles	CA	90015
Tony	Antich	Director, Civil Engineering and Architecture Division	City of Santa Monica	1918 Main Street, Suite 300	Santa Monica	CA	90401
Gil	Barboa	Director, Water Resources Division	City of Santa Monica	1212 5th Street, 3rd Floor	Santa Monica	CA	90401
P. Lamont	Ewell	City Manager	City of Santa Monica	1660 Seventh Street	Santa Monica	CA	90401-3324
Eileen	Fogarty	Director, Planning and Community Development	City of Santa Monica	1660 Seventh Street	Santa Monica	CA	90401-3324
Ellen	Gelbard	Deputy Director, Planning and Community Development	City of Santa Monica	1660 Seventh Street	Santa Monica	CA	90401-3324
Craig	Perkins	Director, Environmental and Public Works	City of Santa Monica	1660 Seventh Street	Santa Monica	CA	90401-3324
Elaine	Polachek	Director, Open Space Management Division	City of Santa Monica	2600 Ocean Park Blvd.	Santa Monica	CA	90405
Barbara	Stinchfield	Director, Community Development	City of Santa Monica	1685 Main Street, Room 210	Santa Monica	CA	90401-3324
Paul	Arevalo	City Manager	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Kristin	Cook	Public Safety Manager, Public Safety & Community Services	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Oscar	Delgado	Director, Department of Public Works	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Joan	English	Director, Transportation and Public Works	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Susan Healy	Keane	Director, Community Development	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
John	Keho	Planning Manager, Planning Division	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Terri	Stimmer	Transportation and Transit Manager	City of West Hollywood	8300 Santa Monica Boulevard	West Hollywood	CA	90069
Cecelia	Estolano	Chief Executive Officer	Community Redevelopment Agency	354 S. Spring Street Suite 800	Los Angeles	CA	90013-1258
Gail	Farber	Director	County of Los Angeles Dept. of Public Works	900 S. Fremont	Alhambra	CA	91803
Art	Ida	Director of Transportation	Culver City Bus	4343 Duquesne Avenue	Culver City	CA	90232-2941
Jeffrey	Eastman	Chief	Culver City Fire Department	9770 Culver Blvd.	Culver City	CA	90232
Don	Pedersen	Chief	Culver City Police Department	4040 Duquesne Avenue	Culver City	CA	90232-2941
Cynthia	Banks	Director	Department of Community and Senior Services	3175 W 6th St, 4th Floor	Los Angeles	CA	90020
John F.	Schunhoff	Interim Director	Department of Health Services	313 N Figueroa St, Rm 912	Los Angeles	CA	90012
Philip	Browning	Director	Department of Public Social Services	12860 Crossroads Pkwy S	City of Industry	CA	91746
Jon	Sanabria	Acting Director	Department of Regional Planning	1390 Hall of Records, 320 W Temple St	Los Angeles	CA	90012
Samantha	Bricker	Chief Planning Officer	EXPO Construction Authority	707 Wilshire Blvd., 34th Floor	Los Angeles	CA	90017
Monica	Born	Project Director	EXPO Construction Authority	707 Wilshire Blvd., 34th Floor	Los Angeles	CA	90017
Richard	Thorpe	Chief Executive Officer	EXPO Construction Authority	707 Wilshire Boulevard, 34th Floor	Los Angeles	CA	90017
Vance	Bjorklund	Transit Liaison	LAPD Transit Group	900 Lyon Street	Los Angeles	CA	90012
Dr. Marshall	Drummond	Chancellor	Los Angeles Community College District	778 Wilshire Boulevard	Los Angeles	CA	90017
Daroch	Young	Chancellor	Los Angeles Community College District	707 Wilshire Blvd.	Los Angeles	CA	90017

## Participating Agencies

Pouria	Abbassi	Interim General Manager	Los Angeles Convention Center	1201 South Figueroa Street	Los Angeles	CA	90015
William T.	Fujioka	Chief Executive Officer	Los Angeles County Chief Executive Office	713 Kenneth Hahn Hall of Administration, 500 W T	Los Angeles	CA	90012
Steve	Coolley	District Attorney	Los Angeles County District Attorney	210 W Temple St, Ste 18000	Los Angeles	CA	90012
Michael	Freeman	Chief	Los Angeles County Fire Department	1320 North Eastern Avenue	Los Angeles	CA	90063-3294
Jim	Enriquez	Battalion Chief	Los Angeles County Fire Department				
Marcos	Espiritu		Los Angeles County Fire Department				
Darline P.	Robles, Ph.D	Superintendent	Los Angeles County Office of Education	9300 E Imperial Hwy, Rm 109	Downey	CA	90402
Rick	Auerbach	Assessor	Los Angeles County Office of the Assessor	225 Kenneth Hahn Hall of Administration, 500 W T	Los Angeles	CA	90012
Margaret Donellan	Todd	County Librarian	Los Angeles County Public Library	PO Box 7011, 7400 E Imperial Hwy	Downey	CA	90242
Paul	McCarthy	Supervising Regional Planner	Los Angeles County Regional Planning Department	320 West Temple	Los Angeles	CA	90012
Dean C.	Loagan	County Clerk	Los Angeles County Registrar-Recorder/County Clerk	12400 Imperial Hwy	Norwalk	CA	90650
Steve	Maguin	General Manager	Los Angeles County Sanitation District	1955 Workman Mill Rd	Whittier	CA	90601
Rita L.	Robinson	General Manager	Los Angeles Department of Transportation	100 South Main	Los Angeles	CA	90012
Douglas	Barry	Chief	Los Angeles Fire Department	200 North Maint Street	Los Angeles	CA	90012
William	Bratton	Chief	Los Angeles Police Department	150 N. Los Angeles St.	Los Angeles	CA	90012
Tracy	Egoscue	Executive Officer	Los Angeles Regional Water Quality Control Board	300 West 4th Street, Suite 200	Los Angeles	CA	90013
Leroy	Baca	Sheriff	Los Angeles Sheriff's Department	4700 Ramona Boulevard	Monterey Park	CA	91754
Ramon	Cortnes	Superintendent	Los Angeles Unified School District	333 Beaudry Avenue, 24th Floor	Los Angeles	CA	90017
Sharon	Curry	District 3 Assistant Superintendent	Los Angeles Unified School District	3000 Robertson Blvd.	Los Angeles	CA	90034
Michelle	King	District 3 Superintendent	Los Angeles Unified School District	3000 Robertson Boulevard	Los Angeles	CA	90034
David	Solow	CEO	Metrolink	700 S. Flower Street, Suite 2600	Los Angeles,	CA	90017
Russ	Guiney	Director	Parks and Recreation Department	433 S Vermont Ave	Los Angeles	CA	90020
Dianne	Talarico	Superintendent	Santa Monica - Malibu Unified School District	1651 Sixteenth Street	Santa Monica	CA	90404
Tim	Cunero	Superintendent of Schools	Santa Monica - Malibu Unified School District	1651 Sixteenth Street	Santa Monica	CA	90404
Paul	Casey	Senior Transit Programs Analyst	Santa Monica Big Blue Bus	1660 7th Street	Santa Monica	CA	90401-3324
Stephanie	Negriff	Director of Transit Services	Santa Monica Big Blue Bus	1660 7th Street	Santa Monica	CA	90401
Joe	Stitcher	Assistant Director of Transit Operations	Santa Monica Big Blue Bus	1660 7th Street	Santa Monica	CA	90401-3324
Bruce	Davis	Chief	Santa Monica Fire Department	1685 Main Street	Santa Monica	CA	90401
Jim	Glew	Fire Marshal	Santa Monica Fire Department	333 Olympic Drive, 2nd Floor	Santa Monica	CA	90401
Timothy	Jackman	Chief	Santa Monica Police Department	1685 Main Street	Santa Monica	CA	90401
Stephen H.	Lantz	Director, Communications and Development	Southern California Regional Rail Authority	700 S. Flower Street, Suite 2600	Los Angeles	CA	90017
Karl	Ross	Chief	UCLA Police Department	601 Westwood Plaza	Los Angeles	CA	90095-1364
David	Karwaski	Transportation Planning and Policy Manager	University of California, Los Angeles	555 Westwood Plaza, Suite 102	Los Angeles	CA	90095
Renee	Fortier	Director	University of California, Los Angeles Transportation	555 Westwood Plaza, Suite 100	Los Angeles	CA	90095
Eleanor Felicia	Brannon	Executive Director	University of California, Los Angeles, Community & Local Government	10920 Wilshire Blvd., Suite 1500	Los Angeles,	CA	90024-6517

## Regional Participating Agencies

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Linda	Waade	Deputy General Manager	Metropolitan Water District of Southern California	P.O. Box 54153	Rosemead	CA	91770
Barry	Wallerstein	Executive Officer	South Coast AQMD	21865 E. Copley Drive	Rosemead	CA	91770
Christine	Fernandez	Intergovernmental Review	Southern California Association of Governments	818 West Seventh Street, 12th Floor	Los Angeles	CA	90017-3435
Jeffrey	Smith	Senior Regional Planner	Southern California Association of Governments	818 West Seventh St.	Los Angeles	CA	90054-0153
Matt	Gleason	Transit Planner	Southern California Association of Governments	818 West Seventh St.	Los Angeles	CA	90054
John	Fielder	President	Southern California Edison	P.O. Box 800	Los Angeles	CA	90017-3435
Alan J	Forhrer	Chairman and CEO	Southern California Edison	P.O. Box 800	Diamond Bar	CA	91765-4182
Michael	Niggli	Chief Operating Officer	Southern California Gas Company	P.O. Box 3150	San Dimas	CA	91773

## State Participating Agencies

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Paul	Clanon	Executive Director	CA Public Utilities Commission	505 Van Ness Avenue	San Francisco	CA	94102-
Rosa	Munoz	Utilities Engineer	CA Public Utilities Commission	320 West 4th Street, Ste. 500	Los Angeles	CA	90013-
Tony	Serpas	Senior Engineer	Cal/OSHA	5151 Van Nuys Blvd., Suite 310	Van Nuys	CA	91401
Steve	Hart	Regional Manager	Cal/OSHA, Region IV - Van Nuys	6150 Van Nuys Boulevard, Suite 405	Van Nuys	CA	91401
Mary D.	Nichols	Chairman	California Air Resources Board	P.O. Box 2815	Sacramento	CA	95814
Catherine	Witherspoon	Executive Director	California Air Resources Board	P.O. Box 2815	Sacramento	CA	95812
Pam	Emerson	L.A. County Area Supervisor	California Coastal Commission	200 Ocean Gate Suite 1000	Long Beach	CA	90802
John	Ainsworth	Deputy Director	California Coastal Commission, Southcoast District Office	200 Ocean Gate Suite, 10th Floor	Long Beach	CA	90802
Bridgett	Luther	Director	California Department of Conservation	801 K St, MS 24-01	Sacramento	CA	95814
Jack	O'Connell	Superintendent	California Department of Education	1430 N St	Sacramento	CA	95814
Ryan	Brodbrick	Director	California Department of Fish and Game	1416 Ninth Street	Sacramento	CA	95814
Donald	Koch	Director	California Department of Fish and Game	1416 Ninth Street	Sacramento	CA	95814
Ed	Pert	Regional Manager	California Department of Fish and Game	4949 Viewridge Ave.	San Diego	CA	92123
Ruben	Grijalva	Director	California Department of Forestry & Fire Protection	P.O. Box 944246	Sacramento	CA	95814
Del	Walters	Director of CAL FIRE	California Department of Forestry & Fire Protection	P.O. Box 944246	Sacramento	CA	94244-2460
Will	Bush	Director	California Department of General Services	PO Box 989052	West Sacramento	CA	95798
Lynn	Jacobs	Director of Housing and Community Development	California Department of Housing and Community Development	1800 Third Street	Sacramento	CA	95814
Ruth	Coleman	Director	California Department of Parks and Recreation	P.O. Box 942896	Sacramento	CA	94296-0001
Andre	Amy	Regulatory Assistance Officer	California Department of Toxic Substances Control	9211 Oakdale Avenue	Chatsworth,	CA	95814
Mark	Stuart	District Chief	California Department of Water Resources	770 Fairmont Avenue, Suite 102	Glendale,	CA	91203-1035
Mark	Basset	Southern Region Administrator	California Emergency Management Agency	4671 Liberty Ave	Los Alamitos,	CA	90720
Mike	Chrisman	Secretary of Energy	California Energy Commission	P.O. Box 944295	Sacramento	CA	94244-2950
Melissa	Jones	Executive Director	California Energy Commission	1516 Ninth Street	Sacramento	CA	95814
Linda	Adams	Secretary for EPA	California Environmental Protection Agency	P.O. Box 2815	Sacramento	CA	95814
Cynthia	Bryant	Director	California Governor's Office of Planning and Research	PO Box 3044	Sacramento	CA	95812
David	Carlisle, M.D.	Executive Director	California Health & Human Services	1600 Ninth St., Room 60	Sacramento	CA	95814
Kim	Belshé	Secretary	California Health & Human Services	1600 Ninth Street, Room 60	Sacramento	CA	95814
M. Mehdi	Morshed	Executive Director	California High-Speed Rail Authority	925 L Street, Suite 1425	Sacramento	CA	95814
William W.	Monning	Chair	California Joint Legislative Audit Committee	1020 N St, Rm 107	Sacramento	CA	95814

### Participating Agencies

Larry	Myers	Executive Secretary	California Native American Heritage Commission	915 Capitol Mall, Room 364	Sacramento	CA	95814
Stephen	Sellers	Southern Regional Branch	California Office of Emergency Services	P.O. Box 419047	Rancho Cordova	CA	95741-9023
Terry	Roberts	Director	California State Clearinghouse	1400 10th Street	Sacramento	CA	95814
Paul	Thayer	Executive Officer	California State Lands Commission	100 Howe Avenue, Suite 100 South	Sacramento	CA	95825-8202
Andre	Boutros	Executive Director	California Transportation Commission	1120 N Street, MS-52	Sacramento	CA	95814
Stephen	Maller	Los Angeles Area	California Transportation Commission	1120 N Street, MS-52	Sacramento	CA	95814
Gary	Iverson	Senior Environmental Planner	Caltrans	120 S. Spring Street	Los Angeles	CA	90012
Ronald	Kosinski	Deputy District Director	Caltrans, Div of Environ Planning District 7	100 South Main Street	Los Angeles	CA	90012
Kome	Ajise	Interim Deputy Director	Caltrans, Division of Transportation Planning	P.O. Box 942874, MS 32	Sacramento	CA	94274-0001
Jonathan	Bishop	Executive Officer	Los Angeles Regional Water Quality Control Board	300 West 4th Street, Suite 200	Los Angeles	CA	90013-2343
Billie	Greer	Director	Office of Governor Arnold Schwarzenegger	State Capitol Building	Sacramento	CA	95814
Alex	Kim	Dep. Dir. Community Liaison	Office of Governor Arnold Schwarzenegger	State Capitol Building	Sacramento	CA	95814
Stephen	Testa	Executive Director	State Board of Mining and Geology	801 K Street, Suite 2015	Sacramento	CA	95814
Sabah	Eltareb	Manager	State Library, Government Publications Section	PO Box 942837	Sacramento	CA	94237
Arnold	Schwarzenegger	Governor	State of California	State Capitol Building	Sacramento	CA	95814
Linda	Wright	Senior Transportation Planner	State of California Transportation- District 7-Office of Regional Planning	100 S. Main St., MS16	Los Angeles	CA	90012
Milford Wayne	Donaldson	State Historic Preservation Officer	State Office of Historic Preservation	P.O. Box 942896	Sacramento	CA	94296-0001
<b>Federal Participating Agencies</b>							
<b>First Name</b>	<b>Last Name</b>	<b>Job Title</b>	<b>Company</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
John	Fowler	Executive Director	Advisory Council on Historic Preservation	1100 Pennsylvania Ave. N.W., Suite 803	Washington	DC	20004
Semmer	Blythe		Advisory Council on Historic Preservation	1100 Pennsylvania Ave. N.W., Suite 803	Washington	DC	20004
Jonathan	Hutchinson	Director	AMTRAK	530 Water Street	Oakland	CA	94607
Harry	Steelman	Division Engineer	AMTRAK	810 N. Alameda, 2nd Floor	Los Angeles	CA	90012
Joe	Yannuzzi	General Superintendent	AMTRAK	810 N. Alameda, Rm 335	Los Angeles	CA	90012
Steven	Chu	Secretary	Department of Energy	1000 Independence Ave SW	Washington	DC	20585
			Department of Energy	114 Park Shore Drive	Folsom	CA	95630-4710
Emory	Lee	Acting Director, Region IX	Department of Health and Human Services	90 7th St, Ste 5-100	San Francisco	CA	94103
			Department of Health and Human Services	600 Harrison St., 3rd Floor	San Francisco	CA	94107-1300
Willie	Taylor	Director, Office of Environmental Policy	Department of the Interior	1849 C Street, N.W.	Washington	DC	20240
Karen W.	Pane	Acting Assistant Secretary for Policy & Planning	Department of Veteran's Affairs	1722 I Street N.W.	Washington	DC	20421
William C.	Withycombe	Western-Pacific Region Regional Administrator	Federal Aviation Administration, Western-Pacific Region	P.O. Box 92007	Los Angeles	CA	90009-2007
Salvador	Hernandez	Assistant Director in Charge	Federal Bureau of Investigation, FBI-Los Angeles	11000 Wilshire Boulevard, Suite 1700, ROB	Los Angeles	CA	90024-3672
Sandro	Amaglio	Region IX	Federal Emergency Management Agency	1111 Broadway, Suite 1200	Oakland	CA	94607-4052
Karen	Armes	Deputy Administrator, Region IX	Federal Emergency Management Agency	1111 Broadway, Suite 1200	Oakland	CA	94607-4052
Al	Settle	Regional Administrator	Federal Railroad Administration	801 I Street, Suite 466	Sacramento	CA	95814
Rodney	McInnis	Regional Administrator	National Marine Fisheries	501 W. Ocean Avenue	Long Beach	CA	90802-4213
		Regional Director - Pacific West	National Park Service	1111 Jackson St., Suite 700	Oakland	CA	94607
Alex	Dornstauder	Commander	U.S. Army Corps of Engineers	915 Wilshire Blvd., Suite 980	Los Angeles	CA	90017
Eric S.	Edelman	Under Secretary of Defense (Policy)	U.S. Department of Defense	2000 Defense Pentagon	Washington	DC	20301-2000
Gale	Rossides	Acting Administrator	U.S. Department of Homeland Security - Transportation Security Administration	601 South 12th St.	Arlington	VA	20598
Theresa	Camiling	Director, Field Office	U.S. Department of Housing and Urban Development, Los Angeles Field Office	AT&T Building, 611 West Sixth Street, Suite 800	Los Angeles	CA	90017
Patricia	Port	Regional Environmental Officer, Office of Environmental Policy and Compliance	U.S. Department of the Interior	1111 Jackson Street, Suite 52	Oakland	CA	94607
Lorrie	Lau	Planning Liaison	U.S. Department of Transportation	201 Mission St, Ste 1700	San Francisco	CA	91405
Laura	Yoshii	Acting Regional Administrator, Region 9	U.S. Environmental Protection Agency	75 Hawthorne St.	San Francisco	CA	94105-3901
Jim	Bartel	Field Supervisor	U.S. Fish and Wildlife Service	6010 Hidden Valley Road	Carlsbad	CA	92011-4219
			U.S. Government of Accountability Office	441 G Street, N.W.	Washington	DC	90548
			U.S. Veterans Affairs Department	11000 Wilshire Blvd.	Los Angeles	CA	90024

## **Appendix F**

### **Participating Agency Invitations**



# Metro

Federal Agency Name  
Address

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

Dear (name):

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report for the proposed Westside Extension Project. The Westside Extension Project proposes to extend the Metro Rail heavy rail technology from the terminus of the Metro Purple Line at the Wilshire/Western station and a combined alternative that would also extend the Metro Red Line at the Hollywood/Highland station toward the Westside of Los Angeles within a study corridor that extends as far west as downtown Santa Monica.

The purpose of the project, as currently defined, is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Transit Corridor by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Purple/ Metro Red Line rail and bus services beyond their current termini near Western Avenue and/or Highland Avenue in Los Angeles to Ocean Avenue in Santa Monica. This subway improvement is needed to bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time, and, on a county-wide level, strengthening regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The enclosed scoping information packet provides more details including information about the recently completed Alternative Analysis Study and a preliminary schedule of key project events.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process<sup>1</sup>.

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<sup>1</sup> Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5](#).

Your agency has been identified preliminarily as one that may have an interest in this project, because of the sensitive adjacent land uses and facilities located in many parts of this corridor; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. Ray Tellis of the FTA Los Angeles Metropolitan Office at [ray.tellis@dot.gov](mailto:ray.tellis@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation are not due until after the interagency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- April 13, 2009 from 10:00 a.m. to 12:00 p.m. at the LACMTA, in the Windsor Conference Room, 15<sup>th</sup> Floor, One Gateway Plaza, Los Angeles, CA 90012.

You or your delegate is invited to represent your agency at this meeting. Your agency will be treated as participating agency unless your written response declining such designation as outlined above is transmitted not later than May 7, 2009.

Scoping materials will be available on the project website at [www.metro.net/westside](http://www.metro.net/westside). The Notice of Intent will also be published on the project website once it is published in the Federal Register. Additional information will be forthcoming during the scoping process. If you have any questions regarding this invitation, please contact Mr. David Mieger, AICP, Project Director and Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (LACMTA), One Gateway Plaza, Los Angeles, CA 90012, email address, [miegerd@metro.net](mailto:miegerd@metro.net)

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Snoble". The signature is fluid and cursive, with the first letter "R" being particularly large and stylized.

Roger Snoble  
Chief Executive Officer

Enclosure:  
Scoping Information Packet/Schedule



**Metro**

Non-Federal Agency Name  
Address

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

Dear (name):

The Federal Transit Administration (FTA), in cooperation with the Los Angeles County Metropolitan Transportation Authority (LACMTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report for the proposed Westside Extension Project. The Westside Extension Project proposes to extend the Metro Rail heavy rail technology from the terminus of the Metro Purple Line at the Wilshire/Western station and a combined alternative that would also extend the Metro Red Line at the Hollywood/Highland station toward the Westside of Los Angeles within a study corridor that extends as far west as downtown Santa Monica.

The purpose of the project, as currently defined, is to address the mobility needs of residents, workers, and visitors traveling to, from, and within the highly congested Westside Extension Transit Corridor by providing faster and more reliable high-capacity public transportation than existing services which operate in mixed-flow traffic. The overall goal of the project is to improve mobility in the Westside Extension Transit Corridor by extending the benefits of the existing Metro Purple/ Metro Red Line rail and bus services beyond their current termini near Western Avenue and/or Highland Avenue in Los Angeles to as far as Ocean Avenue in Santa Monica. This subway improvement is needed to bring about a significant increase in east-west capacity and improvement in person-mobility by reducing transit travel time, and, on a county-wide level, strengthening regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit serving the Study Area. The enclosed scoping information packet provides more details including information about the recently completed Alternative Analysis Study and a preliminary schedule of key project events.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.



As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.<sup>1</sup>

Your agency has been identified preliminarily as one that may have an interest in this project, because of the sensitive adjacent land uses, and facilities located in many parts of this corridor; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Mr. Ray Tellis of the FTA Los Angeles Metropolitan Office at [ray.tellis@dot.gov](mailto:ray.tellis@dot.gov); please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the interagency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- April 13, 2009 from 10:00 a.m. to 12:00 p.m. at the LACMTA, in the Windsor Conference Room, 15<sup>th</sup> Floor, One Gateway Plaza, Los Angeles, CA 90012.

You or your delegate is invited to represent your agency at this meeting. Written responses accepting designation as participating agencies should be transmitted not later than May 7, 2009.

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<sup>1</sup> Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." [40 C.F.R. § 1508.5](#).

Scoping materials will be available on the project website at [www.metro.net/westside](http://www.metro.net/westside). The Notice of Intent will also be published on the project website once it is published in the Federal Register. Additional information will be forthcoming during the scoping process. If you have any questions regarding this invitation, please contact Mr. David Mieger, AICP, Project Director and Deputy Executive Officer, Los Angeles County Metropolitan Transportation Authority (LACMTA), One Gateway Plaza, Los Angeles, CA 90012, email address, [miegerd@metro.net](mailto:miegerd@metro.net).

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Snoble".

Roger Snoble  
Chief Executive Officer

Enclosure:  
Scoping Information Packet/Schedule

## **Appendix G**

### **Agency Scoping Sign-ins/Presentation**



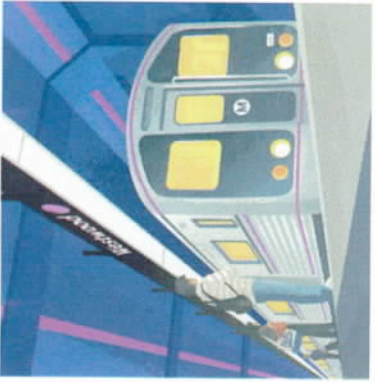
# Westside Subway Extension - Public Scoping Meetings

Agency

First Name	Last Name	Organization	Email/Address	Phone
Osmahn	Kedni	GSA	Osmahn.Kedni@gsa.gov	415-522-3617
Reece	Förther	UCLA	rforther@tsi.ucla.edu	310-206-6317
Anthony	CURZI	LAC DRP	acurzi@planning.lacounty.gov	213-974-6461
ALEX	McSWEYN	CSS	AMCSWEYN@CSS.LACOUNTY.CA.GOV	213 220.4511
SCOTT	SWINZY	CUMBER CITY POLICE	SCOTT.SWINZY@CUMBERCITY.ORG	310 253-6250
Dana	Macfarlane	GSA	dana.macfarlane@gsa.gov	310-235-6239
Charlene	lee lorento	FTA	charlene.lee.lorento@dot.gov	213.202.3952
Matt	Gleason	SCAG	gleason@scag.ca.gov	213 236 1832
KRIS	K/ERNER	LAPD/CENTRAL	30381@LAPD.LACOUNTY.ORG	213 841-5664
Aaron	KRNZ	Beverly Hills	akrnz@beverlyhills.org	310-285-2863
CAMILLE	WALLS	City of LA Rec & Parks	CAMILLE.D.WALLS@lacity.org	213 202-2678



Metro



# Westside Subway Extension - Public Scoping Meetings

Agency

First Name	Last Name	Organization	Email/Address	Phone
Jim	Colan	Santa Monica FD	jim.glewe@smgov.net	310 458 8787
Beatrice	Girmala	LAPD - ITWD	24916@lapd.lacity.org	213 972-2900 <del>213 473-0277</del>
Debra	McCarthy	LAPD ASSISTANT COMMANDING OFFICER - OPERATIONS WEST BUREAU	debra.mccarthy@lapd.lacity.org	213 473-0277
WILLIAM	STRICKLIN	US GSA	WILLIAM.STRICKLIN@GSA.GOV	415-522-3490
DAVE	KARHASKI	UCA	DKARHASKI@YS.UCLA.EDU	310-206-8315
PHUONG	TRINH	U.S. Army Corps of Engineers	PHUONG.H.TRINH@USACE.ARMY.MIL	213-452-3372
MONICA	BAER	Expo Line	NBAER@EXPO@AIL.NET	213-293-5527
PHILIP	COCKER	LA COUNTY FIRE	Pcocker@fire.lacounty.gov	323 890 4132
CRAIG	BLOON	CULVER CITY PD	CRAIG.BLOON@CULVERCITY.CA.GOV	310 253-6257
LINDA	WRIGHT	CALTRANS DIST 7	linda-c-wright@dot.ca.gov	213 - 897-0213
Brian	MANOR	CALTRANS DIST 7	brian-manor@dot.ca.gov	213 897.0709



Metro



Los Angeles County Metropolitan Transportation Authority

# Westside Subway Extension Draft EIS/EIR – Scoping Meeting



# Purpose of Tonight's Meeting

- Describe the Draft EIS/EIR process
- What should we study?





# Westside Subway Extension Project Area



# Where We've Been – The AA Study

- July 2007: Began Alternatives Analysis (AA)
- Significant public involvement
- Determined transit improvement IS needed
- Evaluated range of alternatives
- Identified 2 subway alternatives for further evaluation in Draft EIS/EIR

**January 2009:  
Approved by Metro Board**



# How We Got Here

- **Evaluated required alternatives:**
  - No Build
  - Transportation Systems Management (TSM)
- **Evaluated 17 alignments comprising:**
  - Bus Rapid Transit
  - Light Rail Transit (aerial, on-street & subway)
  - Monorail
  - Heavy Rail Transit (aerial & subway)



# Required Evaluation Criteria Used in the AA

- Mobility improvement
- Transit supportive land use policies & conditions
- Cost effectiveness
- Project feasibility
- Equity
- Environmental considerations
- Public acceptance





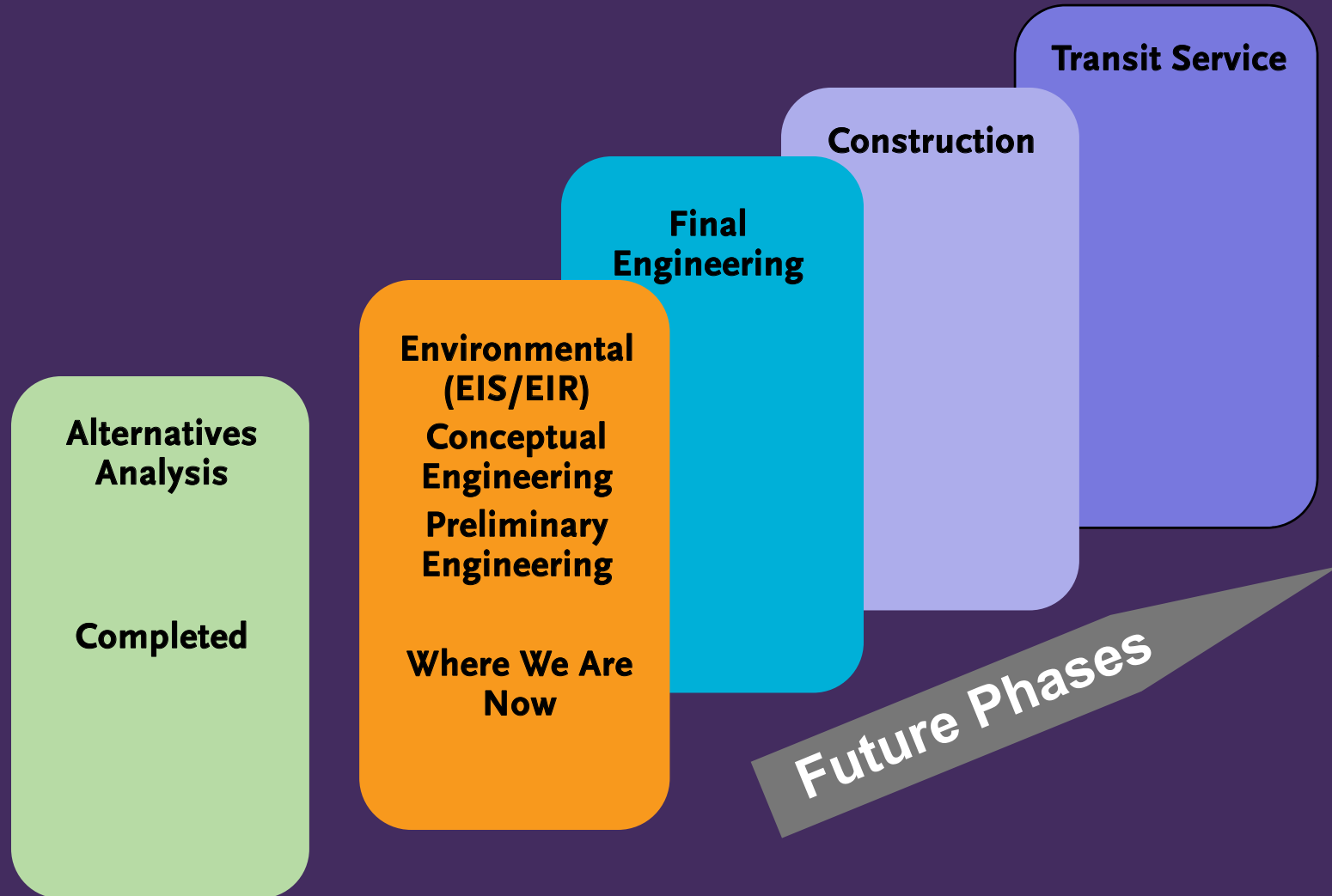


# Other Alternatives Required for Further Study

- **No Build**
  - Service improvements to existing Red/Purple Lines by 2030
  - Assumes new rail lines with identified funding through 2030
    - Expo to Santa Monica, Crenshaw, Regional Connector, etc.
  - Measure R Expenditure Plan expanded list beyond what's in Metro's current Long Range Transportation Plan
- **Transportation Systems Management (TSM)**
  - Lower-cost improvements to “maximize” efficiency of existing road & transit networks



# Where We Are Now





# Progress Since AA Inception

## Three Requirements for Any New Project

<b>Requirement</b>	<b>Alternatives Analysis</b>	<b>Draft EIS/EIR</b>
<i>Environmental Review &amp; Approval</i>	Completed	Underway
<i>Secure Funding</i>	Funding Not Known	Partial Funding Provided by Measure R
<i>Inclusion in LRTP</i>	Under Consideration	

# Draft EIS/EIR Process

- Further refine alternatives
- Assess impacts of alternatives
  - During construction
  - Once in operation
- Identify possible mitigation measures
- Recommend Locally Preferred Alternative (LPA)



# Further Refining the Alternatives

- **Station Location Decisions:**
  - Decide about optional Crenshaw Station
  - Choose between multiple station locations
    - Westwood, Century City, West Hollywood
  - Define location-specific details
    - Identify station entrance location(s)
    - Engineering related items
    - Station design
    - Parking
- **Alignment Decisions:**
  - Choose between multiple alignments
  - Define alignment-specific details
- **Downtown Los Angeles Maintenance Facility**



# Purpose of the Draft EIS/EIR

Study potential effects of construction & operation, and evaluate measures to avoid, minimize & mitigate adverse impacts of the project.

## Examples of Impacts to be Studied:

- Operation and construction
- Traffic and parking
- Land use and developments
- Displacement and relocations
- Community and neighborhood impacts
- Visual and aesthetics
- Air quality
- Noise and vibration
- Ecosystems and biological resources
- Geotechnical, seismic & hazardous materials
- Hydrology and water quality
- Energy
- Climate change
- Historic, archaeological & paleontological impacts
- Parklands
- Economic and fiscal impacts
- Safety and security
- Growth inducing impacts
- Environmental justice
- Cost and financial analysis

# Assessing & Addressing Construction Impacts

## Three Phases

### 1. During preparation of the EIS/EIR

- Decisions at this phase are key

### 2. During “pre-construction”

- After certification of final environmental documents and before actual construction

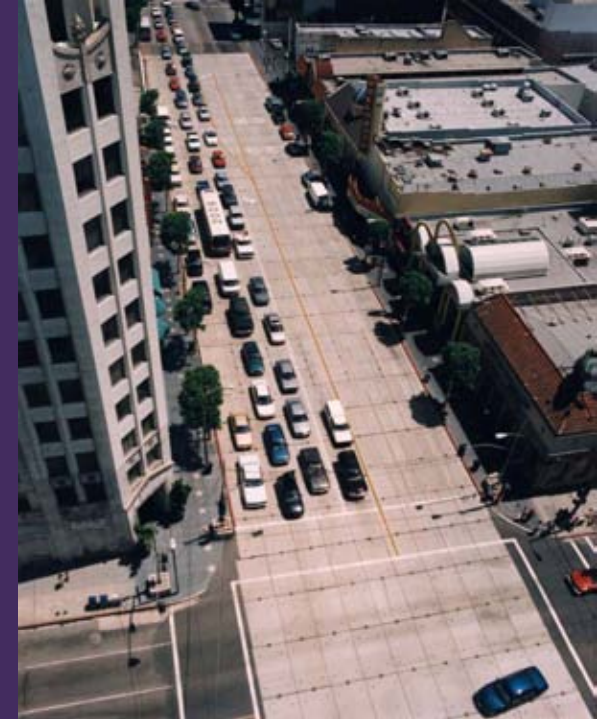
### 3. During construction



# Assessing the Construction Impacts

## While Preparing the EIS/EIR

- Explain, evaluate and identify
  - Tunnel and station construction processes
  - Hauling and other traffic considerations
  - Construction staging and earth removal locations
  - Air, noise, other
  - Possible mitigations



**Future Update Meeting to Focus on This Topic**

# Funding Considerations

- **Potential range of project costs from AA (\$2008)**
  - Wilshire Subway - \$6.1 Billion
  - Wilshire/West Hollywood Subway - \$9.0 Billion
  - Costs to be updated in Draft EIS/EIR
- **Measure R (Estimated \$40 Billion over 30 years)**
  - \$4.1 Billion for Westside Subway
- **Other sources**
  - Federal reauthorization
  - State funding
  - Local funding
  - Public/Private partnerships



# Westside Subway Segments Proposed for Evaluation



Criteria: Constructability, Funding, and Measurable Benefits





# MOS 1: Purple Line to Fairfax Avenue



MOS = Minimum Operable Segment

# MOS 2: Purple Line to Century City



MOS = Minimum Operable Segment

# MOS 3: Purple Line to Near the I-405



MOS = Minimum Operable Segment

# MOS 4: Purple Line to I-405 plus West Hollywood Line



MOS = Minimum Operable Segment