

Westside Extension Transit Corridor Alternatives Analysis Study

Planning and Programming Committee

January 14, 2009



Metro

Recommendations

- A. Approve the Westside Extension Transit Corridor Alternatives Analysis (AA) Study.

- B. Approve the alternatives recommended below, in addition to the No Build and Transportation Systems Management (TSM) alternatives, for further study in the Draft Environmental Impact Statement/Report (Draft EIS/R) and Advanced Conceptual Engineering;
 - 1) Alternative #1 (Metro Purple Line Extension via Wilshire Boulevard to Ocean Avenue in Santa Monica);

 - 2) Alternative #11 (Metro Purple Line Extension via Wilshire Boulevard to Ocean Avenue plus Subway Extension from Metro Red Line via Santa Monica Boulevard);

Recommendations (Cont.)

C. Authorize the Chief Executive Officer (CEO) to:

1. Exercise the following:

a. An option to Contract No. 4350-2000 with PB Americas Inc. to prepare the Draft EIS/EIR and Advanced Conceptual Engineering in the amount of \$17,245,118 increasing the total contract value from \$3,815,651 to \$21,060,769;

b. An option to Contract No. 4350-1995 with The Robert Group to conduct the facilitation of community outreach in the amount of \$1,080,000, increasing the total contract value from \$710,571 to \$1,790,571; and

c. Contract modifications for up to 15% of the above amounts to cover the cost of any potentially unforeseen issues that may arise during the above phases.

2. Accept an assignment of and assume the responsibilities of the Memorandum of Understanding dated November 4, 2008, with the Exposition Metro Line Construction Authority, if it is determined by the CEO that such assignment is the most expedient mechanism for upgrading the Transportation Demand model for federal New Starts purposes.

Westside Extension Study Area



Metro

Wilshire Subway (Alternative 1)



Wilshire/Hollywood Combined Subway (Alt 11)

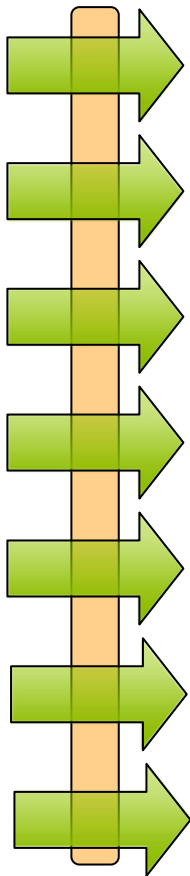


Alternatives Screening

Historical Alternatives | Early Scoping | Alternatives Identified for Screening | Initial Screen | Promising Alternatives | Additional Analysis | AA Report Conclusion

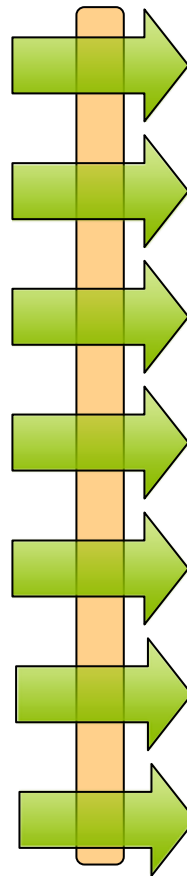
Fall '07

- Wilshire
- Santa Monica
- No Build
- TSM



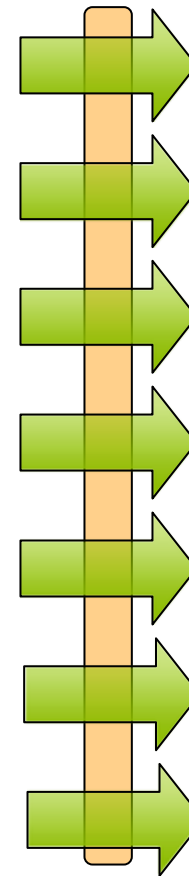
Winter '08

- 1 2 3
- 4 5 6
- 7 8 9
- 10 11 12
- 13 14 15
- 16 17
- TSM No Build



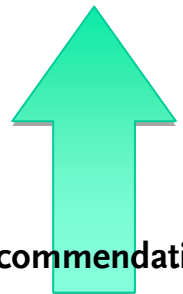
Spring '08

- Alt 1
- Alt 11
- Alt 14
- Alt 16
- Alt 17
- No Build
- TSM



Fall '08

- Alt 1
- Alt 11
- No Build
- TSM



Recommendation



Public Involvement

- Nearly 1,500 participated in the 4 rounds of community meetings
- Nearly 950 comments received in all forms
- Summary of comments received:
 - Overwhelming support for a transit improvement
 - Wilshire subway alignment is the most favored route and mode
 - Support also expressed for a subway on both Wilshire and Santa Monica alignments
 - Wilshire alignment supported before a Santa Monica alignment
 - Support for narrowing alternatives to remaining two rail alternatives



Tunnel Feasibility Assessment

Special studies were conducted for areas where subway construction would be subject to higher construction and operating risks

- Based on 2006 APTA Peer Review Panel recommendations which determined that subway construction would be safe in Wilshire District near La Brea Tar Pits.
- The Tunnel Advisory Panel provided input and review including recent tunnel experience on Metro Gold Line Eastside project.
- Identified alternative tunnel and station designs for this area



Subway Vibration Assessment

New vibration measurements were taken near the following existing subway stations:

- Wilshire/Vermont
- Hollywood/Highland
- Universal City

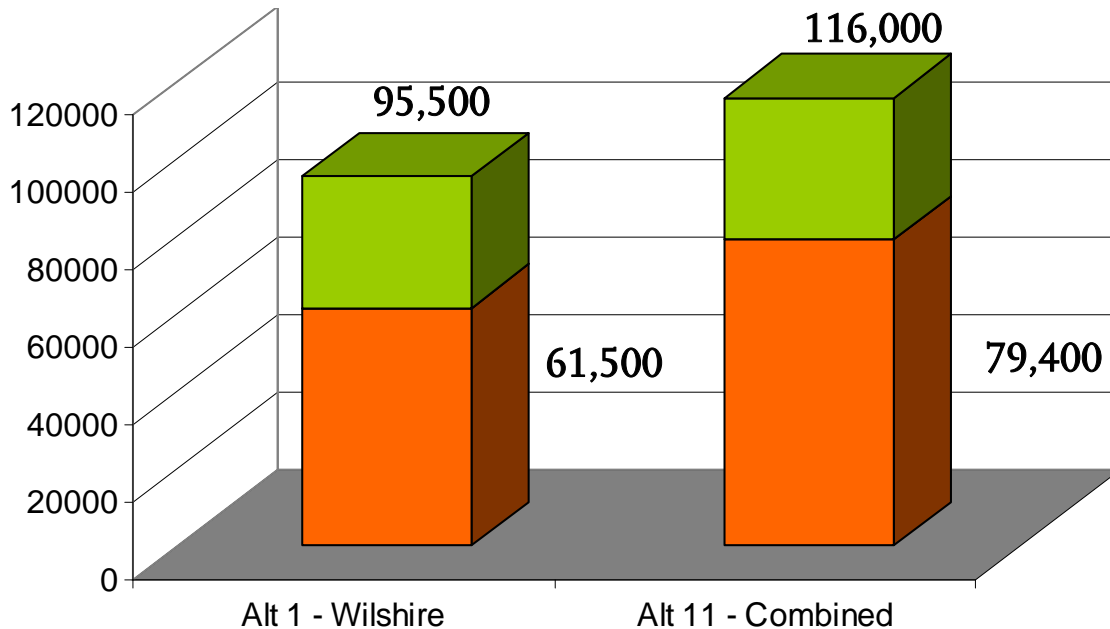


Conclusions and Recommendations:

- Vibration from subway trains were below thresholds of human perception at depths 50-80 feet below ground.
- Vibration levels generated by future subway extension are expected to be very similar to vibration from the existing subway operations.
- Recommend vibration-related operational and design factors be considered in the design & operation of future subway extensions.

ALSO, no complaints have been received about vibration from current subway operations in 15 years of operation.

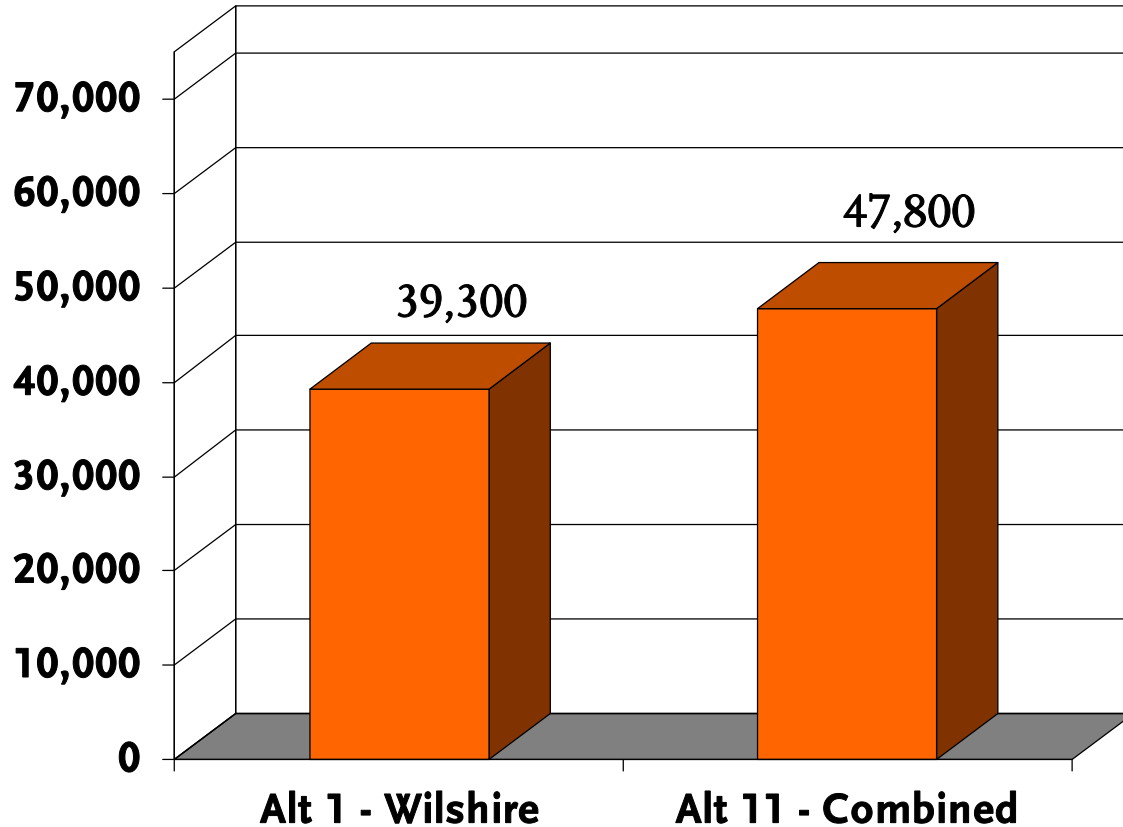
New Station Boardings (2030)



Alternative #1 would add 61,500 New Daily Boardings at 11 new stations and 95,500 boardings systemwide.

Alternative #11 would add 79,400 New Daily Boardings at 15 new stations and 116,000 boardings systemwide.

New Daily Transit Trips (2030)

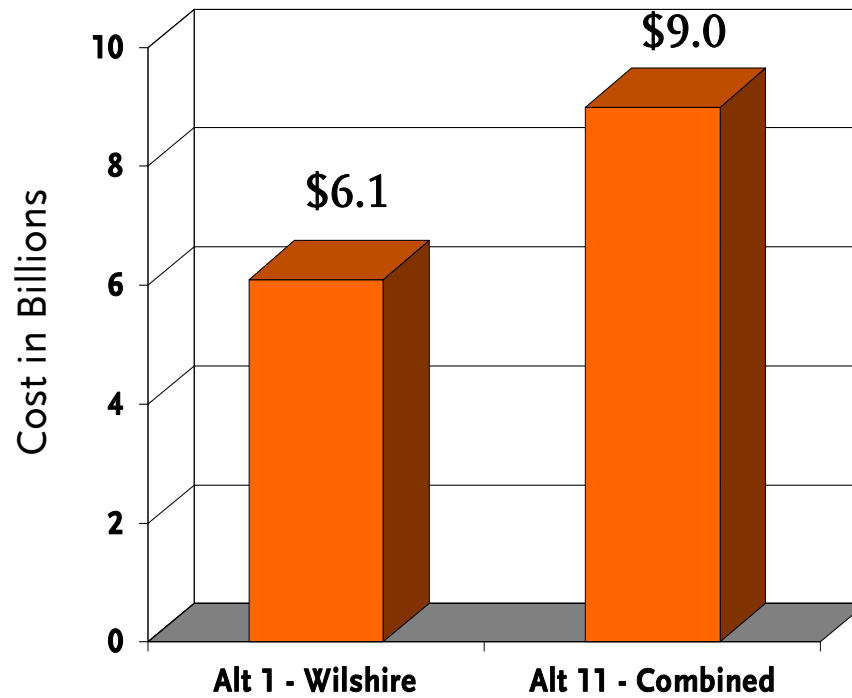


Alternative #1 would add 39,300 New Daily Transit Trips systemwide.

Alternative #11 would add 47,800 New Daily Transit Trips systemwide.

Construction Costs

(2008 Dollars)



Next Steps

Upon Board approval:

- Execute contract options for the Draft EIS/EIR, Advanced Conceptual Engineering & Community Facilitation
- Coordinate with FTA to initiate NEPA and CEQA environmental clearance activities