

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.



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 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.

Other Alternatives

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

Schedule of Key Project Events

Event	Timeframe
Public Scoping Meetings	April 2009
Development of DEIS/DEIR	May 2009 – May 2010
Public Comment on DEIS/DEIR	Summer 2010 (Anticipated)
Adoption of Locally Preferred Alternative	Fall 2010 (Anticipated)

What is an EIS?

An Environmental Impact Statement (EIS) must be prepared for all major projects anticipated to receive federal funding that may significantly affect the environment. The purpose of the EIS is to provide a full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable alternatives that could avoid or minimize adverse impacts and enhance the quality of the environment.

Notice of Intent and Scoping

The Environmental Impact Statement (EIS) process begins with FTA's issuance of a Notice of Intent (NOI) in the Federal Register along with similar announcements in local newspapers and other media. At this time, a tentative list of alternatives is established and presented to the public and interested government agencies for comment. This notification is part of scoping - the process of affording an early opportunity for the public and agencies to identify potential issues to be addressed in the EIS, other alternatives not previously considered to be addressed, and possible mitigation measures to reduce impacts.

Scoping Meeting Schedule

Five Community Scoping meetings will be conducted by the LACMTA for the public to learn more about the project and provide comments on the scope of the EIS. The Scoping Meetings will be held at the following locations:

- 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.

Written comments will be accepted until May 7, 2009. Comments may also be submitted at the scoping meetings or mailed to:

Project Information

Website Information:

www.metro.net/westside

To inquire about the Westside Subway Extension Project, please contact:

Mrs. Jody Litvak, Community Relations Manager
Los Angeles County Metropolitan Transportation Authority (LACMTA)
One Gateway Plaza
Los Angeles, CA 90012
Phone: 213-922-1240
E-mail: Litvakj@metro.net.