



FREQUENTLY ASKED QUESTIONS

EXPOSITION CORRIDOR TRANSIT PROJECT—PHASE 2

1. *What is the current status of the Expo Phase 2 project?*

The Expo Phase 2 project is in the very early stages of the Alternatives Analysis (AA) process and the development of an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the project. The AA process is required of all transit projects seeking Federal funding through the New Starts program managed by the Federal Transit Administration (FTA). The AA process is intended to search out the broad range of potential solutions to a transportation problem, evaluate them and narrow them down to one or more to be further studied in an environmental document.

2. *What is an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR)?*

The EIS is developed to meet the requirements of the National Environmental Policy Act (NEPA) and is required of all projects seeking Federal funding. It is completed in two phases - a Draft (thus the DEIS reference) that is released for public review and comment, and a final that will be acted on by the Expo and Metro Boards. The EIR is developed to meet the requirements of the California Environmental Quality Act (CEQA) and is required of all major projects in the State of California. It is also developed as a draft for public review and comment, and a final for Expo and Metro Board action. Federal and State law allows the two documents to be combined into one as long as the requirements for each are met. Expo Phase 2 is using the joint document approach.

3. *Where can I get information about the Alternatives Analysis and Environmental processes?*

Listed below are several websites describing the Federal and State requirements that apply to the Alternatives Analysis and the Environmental processes.

The guidelines associated with an Alternatives Analysis (AA) for a transportation project seeking Federal New Starts funding may be found at:

http://www.fta.dot.gov/printer_friendly/planning_environment_3010.html

Updates to the AA guidelines are available at:

http://www.fta.dot.gov/printer_friendly/planning_environment_2590.html

The guidelines associated with an Environmental Impact Statement (EIS) for a transportation project seeking Federal New Starts funding may be found at:

http://www.fta.dot.gov/planning/environment/planning_environment_3009.html

The guidelines associated with an Environmental Impact Report (EIR) for a transportation project in California may be found at:

http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/art7.html

4. What is the schedule for the Project?

Public Scoping Meetings	February - March, 2007
Scoping Period Ends (all comments due)	April 2, 2007
Definition of AA/DEIS/DEIR Alternatives	May 2007
Development of DEIS/DEIR	Spring – Fall 2007
Public Comment on DEIS/DEIR	Winter 2008
Adoption of Locally Preferred Alternative	Spring 2008

It is difficult to project a construction timeframe until we know which, if any, alternative will be built, the project costs and the sources of funding. Completion of the Final EIS/EIR, Preliminary Engineering and Final Design would likely take 2 to 3 years beyond Spring 2008, with construction following (assuming funding is available).

5. How did the Exposition Corridor become a designated transportation corridor for congestion relief?

The east/west corridor from West Los Angeles to the downtown central business district is among the most congested transportation corridors in the country. For many years, transportation planners and policy makers alike have been studying options to reduce traffic congestion, improve travel times and provide a full range of transit alternatives for this corridor. The Exposition Corridor has been identified as a priority in Metro's Long Range Transportation Plan for several years.

6. Please define both Phases 1 and 2 of the Exposition Corridor project.

Phase 1 is an extension of the 62-station Metro Rail System. This 8.6 mile line begins at the existing Metro Rail station at 7th Street/Metro Center in downtown Los Angeles, and ends at the Washington/National Station in Culver City. Phase 2 is only a study at this stage, and will analyze transit alternatives for this corridor to relieve traffic congestion between Culver City and Santa Monica. This potential 6.9 -7.8 mile route is proposed to use existing Right-of-Way for all or a part of the project, and would utilize either Light Rail Transit (LRT) or Bus Rapid Transit (BRT). Pedestrian and bicycle facilities will be integrated into the design.

7. What is the status of Phase 1 and Phase 2?

Construction for Phase 1 began in October 2006, in downtown Los Angeles, and is anticipated to be completed in 3 years (2010). Phase 2 is an environmental study currently in the scoping stage. The alternatives analysis and environmental studies are expected to be completed in 18 months.

8. Who is funding the Phase 2 project/study?

The Los Angeles County Metropolitan Transportation Authority (Metro) is providing funding for the study. The Exposition Metro Line Construction Authority (Expo) is managing the alternatives analysis and environmental studies and related processes.

9. What is the purpose of the Community Scoping Meetings?

The purpose of the scoping process is to inform all interested individuals and organizations that a transit project is being proposed, and to seek comments in order to identify potential routes and transit alternatives as well as mitigation measures.

10. How do I provide comments during the scoping process?

You can attend one of the 4 scoping meetings planned and fill out a comment sheet; visit our website at www.buildexpo.org and fill out a comment sheet; send an e-mail to

jsandberg@exporail.net ; or send regular mail to Joel Sandberg, Project Manager, 707 Wilshire Blvd., 34th Floor, Los Angeles, CA 90017.

11. What happens to my scoping comments?

The scoping comments will be compiled into a summary scoping report. The report will summarize core areas of concern expressed in the comments. The comments will guide the development of the alternatives and frame the analysis to be done in the alternatives analysis and environmental document. There will be an appendix to the report that will include copies of all comments received. The Scoping Report will be posted on the web site approximately one month after the close of scoping (early May 2007).

12. What alignment alternatives are being studied? What transit alternatives are being studied?

Current proposed alignment alternatives include 1) Exposition Rail Right-of-Way from Venice/Robertson in Culver City to 5th and Colorado in Santa Monica; and 2) same route as mentioned above, however this route diverts from the Rail Right-of-Way at Venice/Robertson, to follow Venice Boulevard to Sepulveda where it turns north to rejoin the Rail Right-of-Way near the I-405 (San Diego) Freeway. The alignment alternatives were originally identified in earlier studies completed in 1999 and 2001. The scoping process may identify additional alignment alternatives to be studied. LRT is being studied for both alignment alternatives; BRT is being studied in the Exposition ROW alignment.

13. How do the final alternatives to be included in the DEIS/EIR get determined?

The alternatives identified through scoping will be evaluated in an initial screening process and narrowed to the final alternatives to be included in the DEIS/EIR. This initial screening will include: an evaluation of the potential for the alternative to solve the transportation problem in the corridor (improved transportation to the Westside, including Santa Monica); project feasibility; "fatal flaw" environmental and community impacts; and order of magnitude costs. This evaluation will be completed in close coordination with the FTA. A narrowed set of alternatives will then be carried into the DEIS/EIR for detailed evaluation.

14. Will there be additional opportunities for public input?

Yes, we will be having a series of community meetings over the course of the project. Because we want to tailor the process to address the concerns of the community we will be developing that plan as scoping wraps up. The draft environmental document (DEIS/EIR) will be available for public review and comment once it is complete. The public will have the opportunity to review and comment on the DEIS/EIR in writing and at Public Hearings.

15. What is Light Rail Transit (LRT)?

LRT utilizes electric-powered vehicles that operate primarily on exclusive rights-of-way, though sometimes travel on streets with vehicular traffic. Electric-powered vehicles provide smooth rides and do not contribute to air pollution. They are convenient and may avoid traffic congestion through right-of-way separation and traffic signal priority. In Los Angeles County, the Metro Gold, Blue and Green Lines are LRT systems.

16. What is Bus Rapid Transit (BRT)?

BRT is a broad term given to a variety of transportation systems that use buses to provide a service that is of a higher quality than an ordinary bus line. BRT is a higher capacity transport system which normally has its own lane and runs on gasoline or compressed natural gas. Various design elements may be combined for a BRT system including:

- Frequent service

- Limited stops
- Traffic signal priority
- Advanced passenger information systems
- Rapid and convenient fare collection
- High-quality passenger facilities
- Travel in bus lanes, HOV lanes, expressways, or on ordinary streets

In Los Angeles County, the Metro Orange Line in the San Fernando Valley is a BRT system.

17. Will any homes or buildings be removed to make way for the proposed transit system in the Exposition Corridor?

The detailed design studies that would identify specific properties or businesses for potential removal have not been completed at this time. The EIS/EIR will identify any homes or businesses required to be removed for each of the alternatives studied. The Expo Authority will make every effort to minimize the acquisition of private property or the dislocation of businesses.

18. Where will the stations be located and how big will they be?

The environmental study will describe where stations will be located, the land area required for them and the support facilities to be provided at each location.

19. How many passengers per day will a LRT or a BRT accommodate and what is the difference in speed between the two systems?

Ridership studies have not been completed at this time. The speed of a LRT or BRT system depends on the design, particularly the extent to which it is separated from auto traffic. These design questions will be resolved as the project moves forward.

20. What safety measures will be in place for pedestrians as well as vehicle traffic?

The Expo Authority, together with Metro, will implement a comprehensive safety program for both the design and operation of the system. The system will operate in accordance with Metro safety standards. Safety measures similar to those implemented for the Gold Line LRT and Orange Line BRT will be integrated into this design. In addition, Metro will integrate their award winning Transit Education Program into the start-up and ongoing operation of the transit service.