



EXPOSITION CORRIDOR TRANSIT PROJECT PHASE 2

Project Description

The Exposition Corridor Transit Project Phase 2 proposes to extend transit from the planned terminus of the Exposition Light Rail Transit Project Phase 1 at the Venice/Robertson Station in the City of Culver City to an end-of-the line station near 5th Street/Colorado Boulevard in the City of Santa Monica over a distance of between 6.9-7.8 miles.

Purpose of the Project

The purpose of the proposed Exposition Corridor Transit Project Phase 2 is to improve public transit service and mobility in the Exposition Corridor between Culver City and Santa Monica, by extending the benefits of the Phase 1 Exposition Corridor Light Rail Project (currently under construction) beyond its currently planned terminus in Culver City to a terminus in Santa Monica.

Project Alignments

There are two primary ROW alignments being considered.

The Exposition ROW Alignment: This alignment follows the ROW for the full distance from the current terminus of the Exposition Light Rail Transit Project Phase 1 at the Venice/Robertson Station in the City of Culver City to 5th and Colorado in the City of Santa Monica. This alignment diverts from the ROW for a one-mile segment at the western end where the ROW ends and the alignment would follow existing city streets and the edge of the I-10 Santa Monica Freeway to reach the proposed terminus station in Santa Monica. The alignment is approximately 6.9 miles in length.

The Exposition ROW/Venice/Sepulveda Alignment: This alignment diverts from the rail right-of-way at the Venice/Robertson station (the terminus of Phase 1) and follows Venice Boulevard to Sepulveda Boulevard where it turns north to rejoin the Rail ROW at approximately the I-405 San Diego Freeway. This alternative alignment also diverts from the ROW for a one-mile segment at the western end where the right-of-way ends and the alignment would follow existing city streets and the edge of the I-10 Santa Monica Freeway to reach the proposed terminus station in Santa Monica. This alignment is approximately 7.8 miles in length.

Proposed Alternatives

Transit alternatives to be considered include:

Light Rail Transit in the Exposition ROW – This alternative proposes light rail transit in the Exposition ROW as described above. Possible station sites have been identified at Motor, Overland, Sepulveda, Pico/Sawtelle, Bundy, 26th/Cloverfield and 5th/Colorado.

Light Rail Transit in the Exposition ROW/Venice/Sepulveda – This alternative proposes light rail transit in the Exposition ROW/Venice/Sepulveda alignment as described above.

Possible station sites have been identified at, Venice/Overland, Venice/Sepulveda, Sepulveda/National, Pico/Sawtelle, Bundy, 26th/Cloverfield and 5th/Colorado.

Bus Rapid Transit in the Exposition ROW – This alternative would utilize bus rapid transit in the Exposition ROW alignment as described above. The busway would be located within an abandoned rail right-of-way. At the end of the exclusive right-of-way at Olympic Boulevard in Santa Monica the bus service would operate along Olympic Boulevard, 17th Street, and Colorado Boulevard until reaching its terminus at 5th and Colorado in the City of Santa Monica. Possible station sites have been identified at Motor, Overland, Sepulveda, Pico/Sawtelle, Bundy, 26th/Cloverfield and 5th/Colorado.

No-Build - This alternative includes only "committed" improvements – typically those in the annual element of the Transportation Improvement Program or local capital programs – together with minor transit service expansions and/or adjustments that reflect a continuation of existing service policies. This alternative will include committed transportation improvements such as the completion of the Metro Rapid Bus Program by 2008 and possible additional feeder bus networks to serve major activity centers on the Westside.

Transportation System Management (TSM) – The TSM alternative enhances the No-Build Alternative and emphasizes transportation system upgrades such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, contra-flow lanes for buses and High Occupancy Vehicles (HOVs) on freeways, special bus ramps on freeways, expanded park/ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations.

Other Alternatives

In addition to the above described alternatives, others identified through the scoping process will be evaluated for potential inclusion in the Draft Environmental Impact Statement. Because of the sensitive adjacent land uses located in many parts of this corridor, all alternatives will need to consider a full range of design and mitigation solutions to enlist the support of local communities for the completion of this line.

Schedule of Key Project Events

<u>EVENT</u>	<u>DATE</u>
Public Scoping Meetings	February - March, 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

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 full an 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, project alternatives to be studied and possible mitigation measures to reduce impacts.

Scoping Meeting Schedule

Three Community Scoping meetings will be conducted by the Exposition Authority for the public to learn more about the project and provide comments. The Scoping Meetings will be held at the following locations:

- **Tuesday, February 27, 2007, 6:30 – 8:30 pm**
Culver City Senior Center, 4095 Overland Ave, Culver City, CA 90232
- **Wednesday, February 28, 2007, 6:30 – 8:30 pm**
Hamilton H.S., 2955 S Robertson Blvd, Los Angeles, CA 90034
- **Tuesday, March 6, 2007, 6:30 – 8:30 pm**
Santa Monica Civic Auditorium, 1855 Main St., Santa Monica, CA 90402
- **Thursday, March 15, 2007, 6:30 – 8:30 pm**
Vista Del Mar Child and Family Services, 3200 Motor Avenue, Los Angeles, CA 90034

Written comments will be accepted until April 2, 2007. Comments may also be submitted at the scoping meetings or mailed to:

Mr. Joel Sandberg
Project Manager
Exposition Corridor Transit Project Phase 2
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017
Email: jsandberg@exporail.net

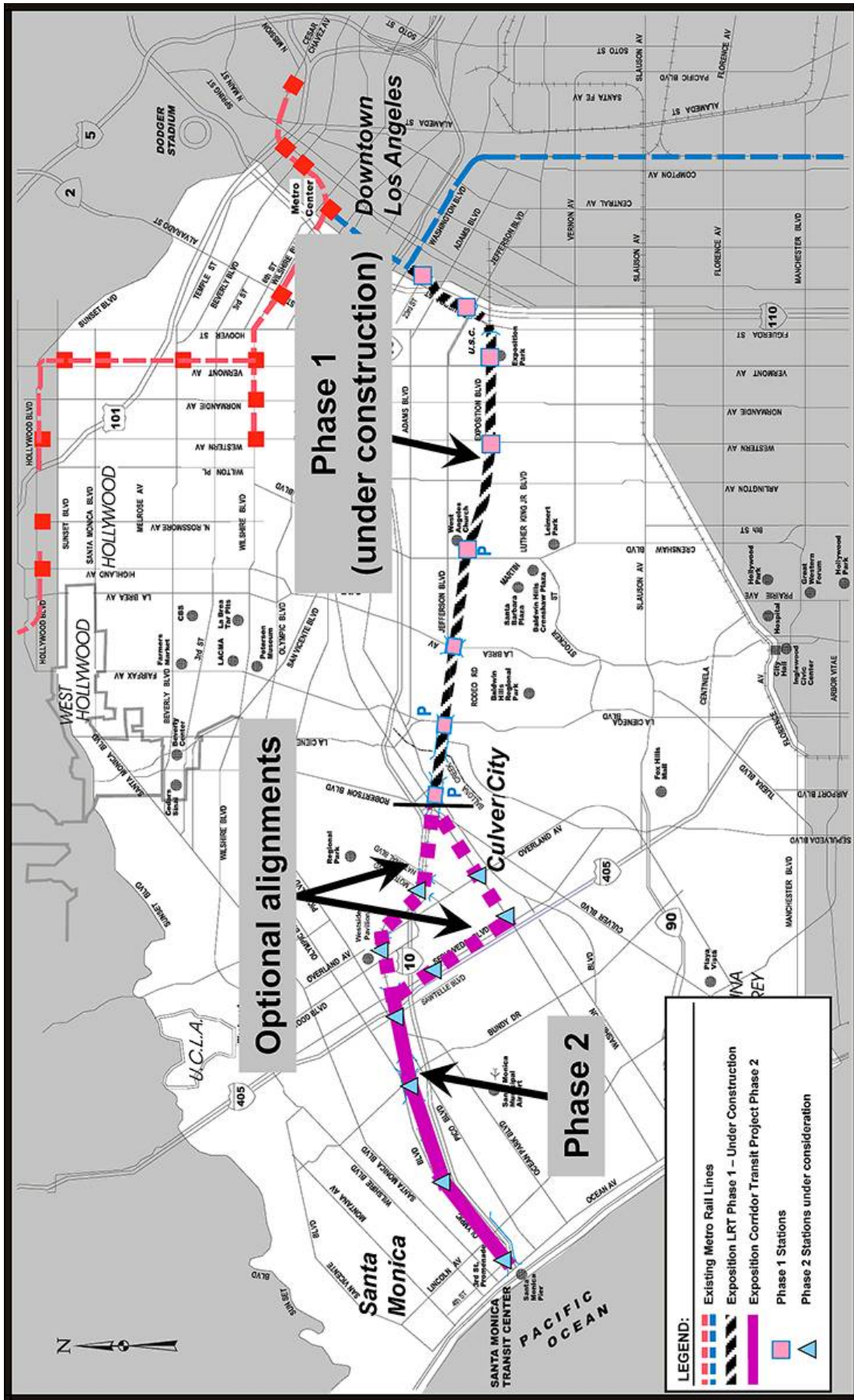
Project Information

Website Information:
<http://www.buildexpo.org>

To inquire about Phase 2 of the Exposition Corridor Transit Project, please contact:

Gabriela Gonzalez
Exposition Metro Line Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017
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Map of the Proposed Alignments



▲ Phase 2 Station locations currently under consideration