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TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by [Signature]*
CHIEF EXECUTIVE OFFICER

FROM: KRISHNIAH N. MURTHY *[Signature]*
EXECUTIVE DIRECTOR, TRANSIT PROJECT DELIVERY

**SUBJECT: EARTHQUAKE ACTIVITY RELATED TO THE WESTSIDE
SUBWAY PROJECT**

ISSUE

Last week, after two reported earthquakes in Beverly Hills, staff and its consultants evaluated potential implications for the Westside Subway Project

DISCUSSION

Two small earthquakes measuring at 3.2 and 3.4 magnitude occurred in two areas of Beverly Hills. The first one was centered near Doheny Drive/Wilshire Boulevard. The second quake was centered near Wilshire Boulevard/Beverly Drive.

The following information was provided by Metro's Tunnel Advisory Panel (TAP) to provide insight on how these quakes may potentially impact the Westside Subway project.

According to TAP, Metro's design guidelines for all subway structures accommodate ground shaking associated with these small earthquakes.

They also agree that these earthquakes do not change Metro's assessment of the overall (fault) structure associated with the Westside Subway alignment and reaffirms the agency's findings of the effects of seismic activity in the general area.

To date, these two earthquakes have not been associated with any fault(s) by the United States Geological Survey (USGS) or the California Geologic Survey (CGS). Typically, the USGS does not assign a fault to an earthquake this small. Further, these two earthquakes do not project onto major faults such as the Santa Monica fault zone or the West Beverly Hills Lineament/Newport-Inglewood fault zone.

Although one of the earthquakes was centered on a proposed subway station (Wilshire/Rodeo), TAP believes that there is no evidence of a major fault line at this location; therefore the reported earthquake does not compromise the safety of the subway station.