



Metro

November 16, 2011

TO: BOARD OF DIRECTORS

THRU: ARTHUR LEAHY 
CHIEF EXECUTIVE OFFICER

FROM: KRISHNIAH N. MURTHY 
EXECUTIVE DIRECTOR, TRANSIT PROJECT DELIVERY

**SUBJECT: WESTSIDE SUBWAY EXTENSION
CENTURY CITY TUNNELING SAFETY AND FAULT INVESTIGATION REPORTS**

ISSUE

At the October 19, 2011 MTA Planning and Programming Committee Meeting, Director Antonovich requested staff to provide the consultant costs required to produce and review the Century City Tunneling Safety and Fault Investigation Reports that were prepared by Parsons Brinckerhoff for the Westside Subway Extension Project.

DISCUSSION

On October 19, 2011, an oral presentation was made to the MTA Planning and Programming Committee with the findings and recommendations from the reports that were prepared for the Century City Station and alignments. The information presented was based on two separate reports: the *Century City Area Tunneling Safety Report* – which addresses the issues surrounding the safety of tunneling under and near Beverly Hills High School, West Beverly Hills, Century City, and Westwood – and the *Century City Fault Investigation Report* – which was prepared to determine the location of active faults in the vicinity of the Century City station options and tunnel alignments.

The *Century City Area Tunneling Safety Report* addresses alignment studies, risks, impacts on future development of the property, noise and vibration impacts to the school property, and tunneling through fault zones.

The *Century City Fault Investigation Report* identified all the field investigation activities conducted by the consultant to support the Final EIS/EIR preparation phase during 2011. The field investigations consisted of 56 core boreholes and 192 Cone Penetrometer Test soundings along 7 transects (study lines), and 5 seismic reflection profiles along the same 7 transects in the Century City area. The fieldwork focused on the two fault zones (the Santa Monica and West Beverly Hills Lineament) that would potentially be intersected by the tunnel alignment options and would impact the proposed station locations.

In addition to the consultants and the Tunnel Advisory Panel, services of an Independent Review Panel were commissioned by the CEO to review and validate the technical approach and conclusions drawn by the referred two reports. The Independent Review Panel included nationally and internationally recognized experts in the field of seismology, geology, structures, and seismic fault experts

The work by the consultants was completed in October 2011. Based on billings through October 2011, the total cost to perform the geotechnical investigation and analysis, produce the reports and have them reviewed by the MTA Tunnel Advisory Panel members and Independent Review Panel members was \$4,054,096.