

CHAPTER 1—INTRODUCTION

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) prepared and distributed the *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report* (Final EIS/EIR) (Metro 2012j) for the Westside Subway Extension (now called the Westside Purple Line Extension) Project (the Project) in March 2012. The Project was planned to be constructed in three sections (see Section 1.1, Project Overview). The Final EIS/EIR identified environmental impacts and mitigation for the Project, including the use of properties protected under Section 4(f) of the Department of Transportation Act. The Metro Board of Directors approved Section 1 of the Project in April 2012, followed by the approvals of Section 2 and Section 3 in May 2012. A Record of Decision (ROD) was issued by FTA in August 2012 for all three sections of the Project.

This limited scope Draft Supplemental Environmental Impact Statement (Draft SEIS) and Section 4(f) Evaluation was prepared in response to the Final Decision on Motions for Summary Judgment and Ruling in Regards to Remedies (Final Decision) of the United States District Court for the Central District of California in *Beverly Hills Unified School District v. Federal Transit Administration, et al.*, CV 12-9861-GW(SSx) on August 12, 2016. In the Final Decision, the Court remanded the matter back to the FTA to prepare a Draft SEIS and Final SEIS consistent with the Court's findings.

In addition to responding to the Court's ruling, this Draft SEIS analyzes the relocation of construction staging activities for the Century City Constellation Station, the removal of the double crossover at the Wilshire/Rodeo Station, and changes to land uses in the Century City vicinity.

This Draft SEIS supplements the March 2012 Final EIS/EIR, pursuant to FTA National Environmental Policy Act (NEPA) implementing regulations (23 Code of Federal Regulations (CFR) § 771.130), to address the Court's determinations in its ruling, which is discussed in further detail later in this chapter.

This chapter provides information about the Project, including the Project overview, the purpose and scope of this Draft SEIS, and the supplemental environmental review process moving forward.

1.1 Project Overview

The Westside Purple Line Extension Project is an approximately 9-mile heavy rail transit subway that will operate as an extension of the Metro Purple Line from its current western terminus at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital (Figure 1-1). The Project will improve mobility and provide a fast, reliable, high-capacity, and environmentally sound transportation alternative for the Westside of Los Angeles. This improvement in public transit service will significantly increase east–west capacity and improve mobility by reducing transit travel times. On a county-wide level, the Project will strengthen regional access by connecting Metro bus, Metro rail, and Metrolink networks to a high-capacity transit solution serving the Study Area.

The Study Area for the Project is located in western Los Angeles County and encompasses approximately 38 square miles. The Study Area is east/west oriented and includes portions of the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as unincorporated areas of Los Angeles County. The Study Area boundaries generally extend north to the base of the Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards; east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western; south to Pico Boulevard; and west to the Pacific Ocean.

The Project was planned to be constructed in three phases:

- Section 1: 3.92-mile section from the existing Wilshire/Western Station to Wilshire/La Cienega with three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega
- Section 2: 2.59-mile section from Wilshire/La Cienega to Century City with two new stations: Wilshire/Rodeo and Century City Constellation
- Section 3: 2.59-mile section from Century City to Westwood/VA Hospital with two new stations: Westwood/UCLA and Westwood/VA Hospital

In November 2014, construction began for Section 1 of the Project, which is anticipated to be completed in 2024. Major construction activities for Section 2 (Figure 1-1) of the Project, which is the subject of this limited scope Draft SEIS, could begin as early as January 2018 with expected completion in 2026. Construction for Section 3 is scheduled to begin in 2025 with project completion anticipated in 2035.

On November 8, 2016, Los Angeles County residents voted to approve a half-cent sales tax measure (Measure M—the Los Angeles County Traffic Improvement Plan), which provides funding to expedite construction of Section 3 of the Project.

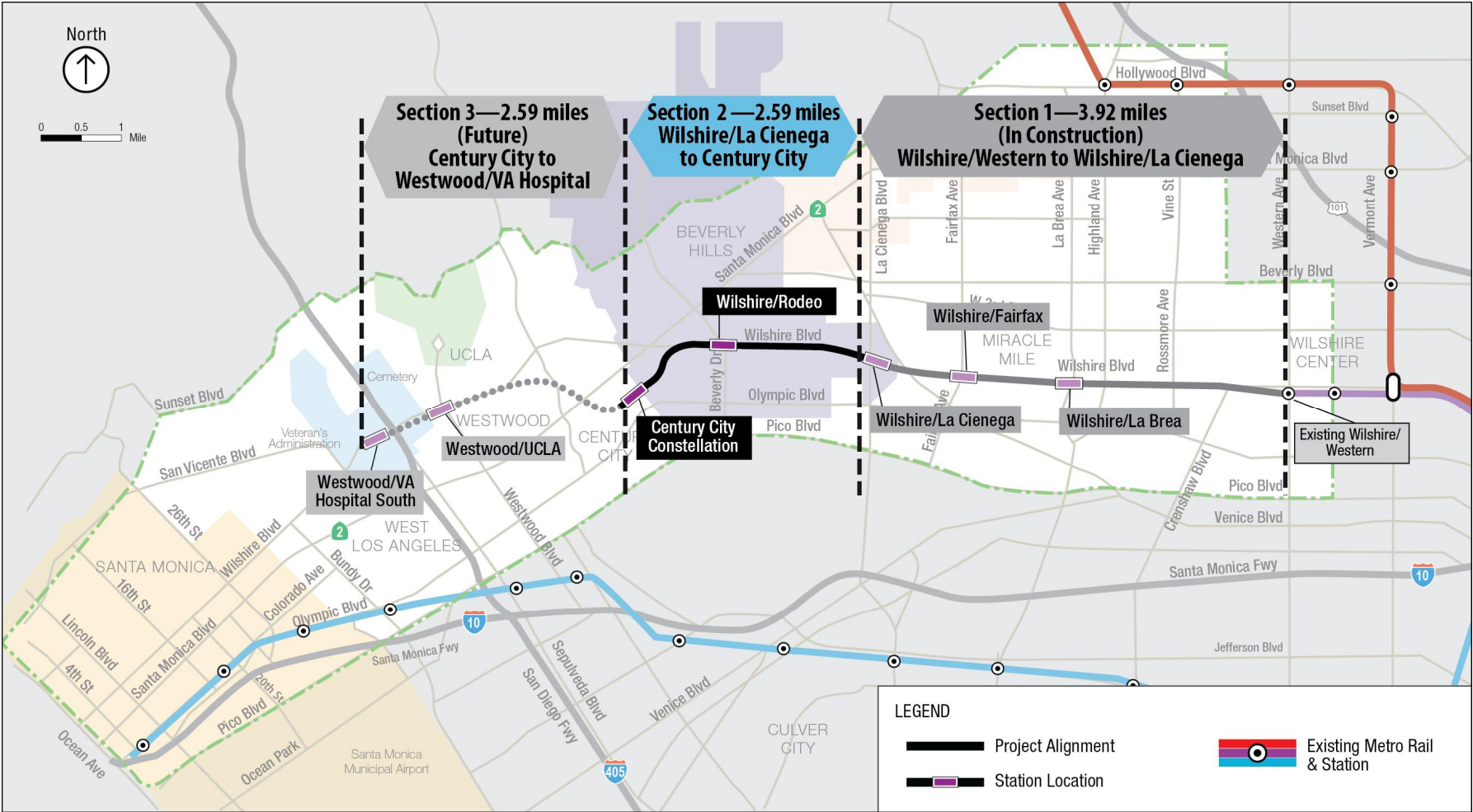


Figure 1-1. Westside Purple Line Extension

1.2 Purpose and Scope of this Draft SEIS

This Draft SEIS and Section 4(f) Evaluation was prepared in response to the Final Decision of the United States District Court for the Central District of California in *Beverly Hills Unified School District v. Federal Transit Administration, et al.*, CV 12-9861-GW(SSx) on August 12, 2016. The preparation of this Draft SEIS is consistent with 23 CFR § 771.130, which states that a Draft SEIS may be required to address issues of limited scope. This Draft SEIS is a limited scope document in response to the Final Decision, providing additional detail and analysis of Section 2 of the Project with a particular focus on the Century City Constellation Station and the tunnel alignment between the Wilshire/Rodeo and Century City Constellation Stations with regard to the following:

- An analysis of the potential public health impacts of nitrogen oxide and diesel particulate matter emissions during construction of Constellation Station and tunneling for Section 2 of the Project and, depending on the results of that analysis, an assessment of the feasibility and efficacy of mitigation measures and alternatives to address such potential impacts
- An analysis of the potential risks of soil gas migration from tunneling or other construction activities related to Section 2 of the Project and, depending on the results of that analysis, the disclosure of any information required by 40 CFR §§ 1502.22, 1502.9, and *San Luis Obispo Mothers for Peace v. NRC*, 449 F.3d 1016 (9th Cir. 2006), and depending on the results of such analysis and disclosures, an assessment of the feasibility and efficacy of mitigation measures and alternatives to address such potential risks and disclosures
- A discussion of the completeness of the available seismic risk information related to Section 2 of the Project
- A discussion of post-Draft EIS seismic and ridership studies available to the FTA and related to Section 2 of the Project
- Identification of the potential direct and any constructive “use” of the Beverly Hills High School campus from subway construction and operation on, beneath, or near the campus, and if construction or operation causes a “use,” an evaluation of “prudent and feasible alternatives” and “all possible planning” to minimize harm under the Department of Transportation Act § 4(f) Pub. L. No. 89-670, 80 Stat. 931, 933 (Oct. 15, 1966) (codified as amended at 23 United States Code (USC) § 138 and 49 U.S.C. § 303) (“Section 4(f)”)

Therefore, this SEIS evaluates the locally preferred alternative as it relates to Section 2 of the Project, as described in the Record of Decision. Other alternatives considered under Section 4(f) are discussed in Chapter 5.

In addition to addressing the topics specified in the Court’s ruling, this Draft SEIS analyzes the relocation of construction staging activities for the Century City Constellation Station, the removal of the double crossover at the Wilshire/Rodeo Station, and changes to land uses adjacent to the construction staging areas in Century City.

As directed by the Court ruling, Metro studies that were completed after the publication of the Draft EIS/EIR are discussed in this Draft SEIS. In addition to the studies prepared

by Metro, geotechnical reports prepared by others have been reviewed and are identified, summarized, and incorporated into this SEIS in Section 4.3. Metro reports published prior to March 2012 were included in the Final EIS/EIR. The Metro studies that are discussed and appended to this Draft SEIS include the following:

- *Assessment of Tunneling and Station Excavation Risks Associated with Subsurface Gas along Section 2 – Revision 1* (Metro 2017b)
- *Westside Subway Extension Geotechnical and Hazardous Materials Technical Report* (Metro 2010a)
- *Addendum to the Westside Subway Extension Geotechnical and Hazardous Materials Technical Report* (Metro 2011b)
- *Westside Subway Extension Preliminary Geotechnical and Environmental Report* (Metro 2011g)
- *Westside Subway Extension Century City Area Fault Investigation Report* (Metro 2011c)
- *Westside Subway Extension Century City Area Tunneling Safety Report* (Metro 2011d)
- *Geotechnical Design Memorandum – Section 2, Tunnel Reaches 4 and 5* (Metro 2016e)
- *Geotechnical Design Memorandum – Century City Constellation Station* (Metro 2016f)
- *Geotechnical Design Memorandum – Wilshire/Rodeo Station* (Metro 2016g)
- *Geotechnical Data Report – Tunnel Reaches 4 and 5* (Metro 2016h)
- *Geotechnical Data Report – Century City Constellation Station* (Metro 2016i)
- *Environmental Data Report – Century City Constellation Station* (Metro 2015a)
- *Westside Purple Line Extension Section 2 Geotechnical Fault Investigations Summary Memorandum* (Metro 2016a)
- *Transcript: Special Meeting of the MTA Board to Conduct Public Hearing, May 17, 2012* (Metro 2012a)
- *Reply to Exponent Responses, dated May 15, 2012* (Metro 2012b)
- *Response to Leighton Consulting Report, May 14, 2012* (Metro 2012c)
- *Final EIS/EIR Presentation to Metro Committee, April 18, 2012* (Metro 2012d)
- *Metro Board Report, April 18, 2012* (Metro 2012e)
- *Appendix D to Metro Board Report* (Metro 2012f)
- *Response to Preliminary Review of Comments of Century City Fault Investigation Report by Shannon and Wilson, April 17, 2012* (Metro 2012g)
- *Response to Hazard Assessment Study by Exponent, April 4, 2012* (Metro 2012h)
- *Report of Independent Review Panel, October 19, 2011* (Metro 2011h)
- *Presentation to Planning & Programming Committee, October 19, 2011* (Metro 2011i)
- *Tunnel Advisory Panel Final Report, October 2011* (Metro 2011j)
- *Westside Purple Line Extension Project, Section 2 Addendum to the Final Environmental Impacts Report* (Metro 2015e)
- *Fault Investigation Report Transect 9—Tunnel Reach 5* (Metro 2017c)
- *Probabilistic Fault Displacement Hazard Evaluation* (Metro 2017d)
- *Century City TOD and Walk Access Study* (Metro 2012i)
- *Century City Station Options Updated Jobs and Population Inventory Memorandum* (Metro 2011f)
- *Updated Direct Ridership Forecasting Report* (Metro 2011e)
- *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* (Metro 2012l)

1.3 Environmental Review Process

This Draft SEIS supplements the Final EIS/EIR and is a limited scope document in response to the Final Decision, providing additional detail and analysis of Section 2 of the Project with a particular focus on the Century City Constellation Station and the tunnel alignment between the Wilshire/Rodeo and Century City Constellation Stations. It does not withdraw other previous approvals or decisions made under state and federal regulations or authorities for the Westside Purple Line Extension.

The publication of this Draft SEIS will be followed by a 45-day public review and comment period. The Final SEIS will include and address all of the comments received during the public review of the Draft SEIS.

The FTA may issue a single Final SEIS/Supplemental ROD pursuant to Public Law 114-94 and 23 U.S.C. 139 (n)(2) unless the FTA determines statutory criteria or practicability considerations preclude issuance of the combined document. In that case, FTA would issue a Final SEIS followed by a Supplemental ROD, as needed.