

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2021110432**Project Title:** Sepulveda Transit Corridor Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority

Contact Person: Peter Carter

Mailing Address: One Gateway Plaza

Phone: (213) 922-7375

City: Los Angeles

Zip: 90012

County: Los Angeles

Project Location: County: Los Angeles County City/Nearest Community: Los Angeles

Cross Streets: Generally between Raymer Street and Exposition Boulevard

Zip Code: _____

*Longitude/Latitude (degrees, minutes and seconds): 34 ° 07 ' 4.59 " N / 118 ° 27 ' 2.31 " W Total Acres: N/A

* See Attached

Assessor's Parcel No.: _____

Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: I-405, US-101, I-10, SR-2

Waterways: LA River

Airports: Van Nuys, Santa Monica

Railways: Metrolink/UPRR/LOSSAN Schools: Various

Document Type:

CEQA: ☐ NOP ☒ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other: _____
☐ Mit Neg Dec Other: _____ ☐ FONSI _____

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Transit Corridor

Development Type:

☐ Residential: Units _____ Acres _____ ☒ Transportation: Type Rail _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Waste Treatment: Type _____ MGD _____
☐ Educational: _____ ☐ Hazardous Waste: Type _____
☐ Recreational: _____ ☐ Other: _____
☐ Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: _____

Present Land Use/Zoning/General Plan Designation:

Community Commercial; Residential; Open Space; Public Institution

Project Description: (please use a separate page if necessary)

See attached pages.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

☒ Air Resources Board	☒ Office of Historic Preservation
☐ Boating & Waterways, Department of	☐ Office of Public School Construction
☐ California Emergency Management Agency	☒ Parks & Recreation, Department of
☒ California Highway Patrol	☐ Pesticide Regulation, Department of
☒ Caltrans District # <u>7</u>	☒ Public Utilities Commission
☐ Caltrans Division of Aeronautics	☒ Regional WQCB # <u>4</u>
☒ Caltrans Planning	☐ Resources Agency
☐ Central Valley Flood Protection Board	☐ Resources Recycling and Recovery, Department of
☐ Coachella Valley Mtns. Conservancy	☐ S.F. Bay Conservation & Development Comm.
☐ Coastal Commission	☐ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
☐ Colorado River Board	☐ San Joaquin River Conservancy
☒ Conservation, Department of	☒ Santa Monica Mtns. Conservancy
☐ Corrections, Department of	☐ State Lands Commission
☐ Delta Protection Commission	☐ SWRCB: Clean Water Grants
☐ Education, Department of	☐ SWRCB: Water Quality
☐ Energy Commission	☐ SWRCB: Water Rights
☒ Fish & Game Region # <u>5</u>	☐ Tahoe Regional Planning Agency
☐ Food & Agriculture, Department of	☒ Toxic Substances Control, Department of
☒ Forestry and Fire Protection, Department of	☒ Water Resources, Department of
☐ General Services, Department of	☐ Other: _____
☐ Health Services, Department of	☐ Other: _____
☐ Housing & Community Development	
☒ Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date June 2, 2025 Ending Date August 30, 2025

Lead Agency (Complete if applicable):

Consulting Firm: <u>HTA Partners</u>	Applicant: <u>Los Angeles Metropolitan Transportation Authority</u>
Address: <u>777 S. Figueroa Street, Ste 2300</u>	Address: <u>One Gateway Plaza</u>
City/State/Zip: <u>Los Angeles, CA 90017</u>	City/State/Zip: <u>Los Angeles, CA 90012</u>
Contact: <u>Steven Greene</u>	Phone: <u>(213) 922-7375</u>
Phone: <u>(213) 403-1081</u>	

Signature of Lead Agency Representative: Peter Carter

Digitally signed by Peter Carter
Date: 2025.05.28 13:08:59 -0700

Date: 5-28-2025

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

*** Other Location Info**

Center: (34° 07' 4.59" N, 118° 27' 2.31" W)

North: (34° 12' 30.94" N, 118° 26' 5.06" W)

South: (34° 01' 38.35" N, 118° 26' 54.76" W)

PROJECT DESCRIPTION: The Proposed Project would construct a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. All of the alternatives would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Line, the Metro G Line, the Metro D Line, and the Metro E Line.

- **Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA**

Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2.77 minutes. Trains would consist of up to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.1 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), the Getty Center, Ventura Boulevard, Metro G Line, Sherman Way and the Van Nuys Metrolink Station.

At Wilshire BI, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.5-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with an intermediate stop at Westwood BI/Le Conte Av. The electric bus shuttle would operate at headways of 2 minutes. The Base Design maintenance and storage facility (MSF) for monorail vehicles would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. An MSF Design Option 1 would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. An electric bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue.

- **Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire BI**

Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2.77 minutes. Trains would consist of up to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 90 to 97 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.1 miles. The monorail guideway would be aerial for most of the alignment, with a 3.6-mile tunnel segment between the Getty Center and Wilshire BI. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station.

South of Santa Monica BI and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. North of Santa Monica BI, the alignment would diverge from the I-405 median, transition to below grade south of a proposed Wilshire BI

station, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have two underground monorail stations at Wilshire BI and UCLA Gateway Plaza and seven aerial monorail stations: Exposition BI (Metro E Line), Santa Monica BI, the Getty Center, Ventura BI, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. The Base Design maintenance and storage facility (MSF) for monorail vehicles would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. An MSF Design Option 1 would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor.

- **Alternative 4: Heavy rail with underground alignment south of Ventura BI and aerial alignment generally along Sepulveda BI in the San Fernando Valley**

Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 13.9 miles. The alignment would be underground between the southern terminus and a portal south of Ventura BI in the San Fernando Valley. Between this portal and Ventura BI, the guideway would be aerial on the east side of I-405. North of Ventura BI, the guideway would generally be located above Sepulveda BI until curving southeast to parallel the Metrolink Ventura County Line railroad tracks.

Alternative 4 would have four underground stations at Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura BI, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 5: Heavy rail with underground alignment including along Sepulveda BI in the San Fernando Valley**

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 13.8 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks.

Alternative 5 would have seven underground stations at Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), UCLA Gateway Plaza, Ventura BI, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

- **Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys BI in the San Fernando Valley and southern terminus station on Bundy Dr**

Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of four to six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.9 miles.

The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys BI. Alternative 6 would have seven underground stations at Olympic BI (Metro E Line), Santa Monica BI (West LA Civic Center), Wilshire BI (Metro D Line), UCLA Gateway Plaza, Ventura BI, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.