

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021110432

Project Title: Sepulveda Transit Corridor Project

Lead Agency: Los Angeles County Metropolitan Transportation Authority

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Project Location: Los Angeles, Unincorporated Los Angeles County Los Angeles
City *County*

Project Description (Proposed actions, location, and/or consequences).

See attached pages.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Draft EIR describes the alternatives studied and each alternative's associated potential environmental impacts. Potential areas of impact include aesthetics; air quality; biological resources; cultural resources (historic resources, archaeological resources, human remains); energy resources; geology, soils, seismicity, and paleontological resources; greenhouse gas emissions; hazardous and hazardous materials; hydrology and water quality; land use and planning; noise and vibration; population, housing, and growth; public services; recreation; transportation; tribal cultural resources; utilities and service systems; wildfire; and cumulative. Mitigation measures for each alternative are also identified where applicable. The information contained in the document will be used by the Metro Board of Directors to decide whether to implement the Project and to select a Locally Preferred Alternative (LPA) from among the alternatives and alignment options under consideration.

As described in the Draft EIR, some of the project alternatives could result in significant and unavoidable impacts after implementation of proposed mitigation measures in the following categories: Aesthetics, Air Quality, Land Use and Planning, Cultural Resources, Noise, Paleontological Resources, Utilities, and Cumulative.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

- Impacts to businesses during construction
- Residential displacement
- Construction traffic impacts
- Noise levels during construction
- Seismic safety concerns
- Habitat and wildlife connectivity in the Santa Monica Mountains
- Vibration due to tunneling
- Security at stations
- Visual character related to aerial guideway
- Use of LADWP property

Provide a list of the responsible or trustee agencies for the project.

Los Angeles County Metropolitan Transportation Authority is the lead agency for the Project. Responsible or trustee agencies include the California Department of Transportation (Caltrans), District 7; United States Army Corps of Engineers (USACE); California Department of Fish and Wildlife (CDFW); Los Angeles County Flood Control District (LAFCD); University of California, Los Angeles (UCLA); Department of Veterans Affairs (VA)

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.