

**NOTICE OF AVAILABILITY OF A FINAL ENVIRONMENTAL IMPACT STATEMENT  
/ENVIRONMENTAL IMPACT REPORT**

**DATE:** September 29, 2020  
**TO:** Agencies, Organizations, and Interested Parties  
**SUBJECT:** Notice of Availability of a Final Environmental Impact Statement/Environmental Impact Report

**PROJECT TITLE:** East San Fernando Valley Transit Corridor Project

In accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), notice is hereby given that the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) have prepared the Final Environmental Impact Statement/Final Environmental Impact Report (Final EIS/EIR) for the East San Fernando Valley Transit Corridor Project. The FTA is the federal lead agency under NEPA. Metro is the lead agency in the preparation of the EIR in accordance with CEQA. The Final EIS/EIR describes the Locally Preferred Alternative (LPA) and other alternatives considered and evaluates the environmental effects of the LPA and other alternatives. The Final EIS/EIR's purpose is to evaluate the environmental, social, and economic issues associated with the LPA's proposed improvements included in the East San Fernando Valley Transit Corridor Project. The Final EIS/EIR also includes public comments on the Draft EIS/EIR, which was circulated for public review/comment in September and October of 2017, and responses to those public comments.

The purpose of this Notice of Availability is to notify Federal, State, Tribal, regional, and local government agencies, as well as organizations and individuals of the completion and availability of the Final EIS/EIR and to request comments on the environmental document.

**PROJECT LOCATION AND ENVIRONMENTAL SETTING:** The East San Fernando Valley Transit Corridor Project alignment is located in the San Fernando Valley in the County of Los Angeles. Generally, the project alignment extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south. The eastern San Fernando Valley includes the two major north-south arterial roadways of Sepulveda and Van Nuys Boulevards, spanning approximately 10 to 12 miles and the major north/west arterial roadway of San Fernando Road.

Several freeways traverse or border the eastern San Fernando Valley. These include the Ventura Freeway (US-101), the San Diego Freeway (I-405), the Golden State Freeway (I-5), the Ronald Reagan Freeway (State Route SR-118), and the Foothill Freeway (I-210). The Hollywood Freeway (SR-170) is located east of the project area. In addition to Metro Local and Metro Rapid bus service, the Metro Orange Line (MOL), the Metrolink Ventura Line commuter rail service, Amtrak inter-city rail service, and the Metrolink Antelope Valley Line commuter rail service are the major transit corridors that provide interregional trips in the area.

Land uses in the study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the study area include government services at the Van Nuys Civic Center, retail shopping along the project corridor, and medium- to high-density residential uses throughout the area. Notable land uses in the eastern San Fernando Valley include: The Village at Sherman Oaks, Sherman Oaks Hospital, Sherman Oaks Galleria, Panorama Mall, Whiteman Airport, Van Nuys Airport, Mission Community Hospital, Kaiser Permanente Hospital, Van Nuys Auto Row, and several schools, youth centers, and recreational centers.

**PURPOSE AND NEED FOR THE PROJECT:** Based on an evaluation of socioeconomics, congestion growth trends, travel conditions, and feedback from stakeholder meetings, the existing and projected levels of traffic congestion in the corridor limit mobility and reduce the reliability of transit services. In light of these conditions, the purpose of the project can be summarized as follows:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes by improving transit trip times and speeds along the project corridor;
- Enhance transit accessibility/connectivity for residents within the project study area to local and regional destinations by improving the carrying capacity and person throughput through the corridor to address projected population growth and increased roadway congestion in the corridor that will directly affect transit service;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population, including the disabled, and high transit ridership; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

**DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE (LPA):** The LPA consists of a 9.2-mile median-running at-grade LRT system with 14 stations. Under the LPA, the LRT would be powered by an electrified overhead contact system (OCS) and would travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LPA approaches Van Nuys Boulevard it would transition to and operate in a median dedicated guideway along Van Nuys Boulevard for approximately 6.7 miles south to the Van Nuys MOL Line Station. In order to ensure the objectives of the project are met in a timely manner and avoid delays due to the timing of funding availability, Metro is considering constructing the LPA in two phases. The first phase, or Initial Operating Segment (IOS), would run along the same alignment and have the same LRT design features and operating and service characteristics as those described for the LPA; however, the IOS would only include the 6.7-mile segment along Van Nuys Boulevard. Additional details regarding the LPA (and IOS) characteristics, components, and facilities are described in the Final EIS/EIR.

**POTENTIAL ENVIRONMENTAL EFFECTS/IMPACTS:** The Final EIS/EIR includes an evaluation of the LPA's direct, indirect, and cumulative effects/impacts in the following categories: Transportation, Transit, Circulation, and Parking; Land Use; Real Estate and Acquisitions; Economic and Fiscal; Communities and Neighborhoods; Visual Quality and Aesthetics; Air Quality; Greenhouse Gas Emissions; Noise and Vibration; Geology, Soils, and Seismicity; Hazardous Waste Materials; Energy; Ecosystems and Biological Resources; Water Resources/Hydrology and Water Quality; Safety and Security; Parklands and Community Facilities; and Historic, Archaeological, and Paleontological Resources. The Final EIS/EIR also includes a discussion of the LPA's Environmental Justice and Growth-Inducing effects.

As described in the Final EIS/EIR, the LPA could result in unavoidable adverse effects or significant impacts after implementation of proposed mitigation measures in the following categories: Traffic, Parking, and Bicycle Facilities; Land Use; Communities and Neighborhoods; Visual and Aesthetics; Air Quality, Noise and Vibration; Safety and Security; and Parklands and Community.

**PUBLIC INFORMATION MEETINGS:** Due to the current pandemic, public information meetings for the project will be held online on the dates and times identified below.

- October 14 in English and meeting will begin at 4:30 pm
- October 26 in Spanish and meeting will begin at 6:00 pm

Please go to the project website (<https://www.metro.net/eastsfvtransit>) for instructions and the link to virtually participate in the online meetings. For those who prefer to call in to the meeting, please see the call-in numbers below:

- For the meeting on October 14 in English:
  - Dial (for higher quality, dial a number based on your current location):  
US: +1 669 900 9128 or +1 346 248 7799 or +1 253 215 8782 or +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799
  - Webinar/Meeting ID: 998 7865 2421  
(Press # when asked for Participant's ID)  
Passcode: 867267
  
- For the meeting on October 26 in Spanish:
  - Dial (for higher quality, dial a number based on your current location):  
US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 301 715 8592 or +1 312 626 6799 or +1 646 558 8656
  - Webinar/Meeting ID: 994 5650 0748  
(Press # when asked for Participant's ID)  
Passcode: 605402

For further information regarding these meetings, please email or mail questions or concerns before the public meetings to Walt Davis at the address below.

Individuals who require ADA accommodations and translations to participate in the public information meetings should contact 213.326.1787 at least 72 hours in advance of the meeting.

**CONTACT THE PROJECT TEAM OR OBTAIN FURTHER INFORMATION FROM:**

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**COMMENTS ON THE FINAL EIS/EIR:** Federal, State, and local agencies, as well as other interested parties, are invited to review the Final EIS/EIR. Metro will accept written responses and comments between October 2, 2020 and November 2, 2020. Please indicate a contact person for your agency or organization and send your responses and comments to Walt Davis at the address identified above. Your comments may also be sent by email to [eastsfvtransit@metro.net](mailto:eastsfvtransit@metro.net) or going to Metro's website: <https://www.metro.net/eastsfvtransit> and completing the Comment Form under "Contact Us."

The 30-day availability period in which the public can review the Final EIS/EIR begins October 2, 2020 with the U.S Environmental Protection Agency's publication of the Notice of Availability in the Federal Register. Comments must be received on or before November 2, 2020, to be considered in FTA's Record of Decision. The Record of Decision will include information on the alternatives considered, the locally preferred alternative and why it was chosen, and required mitigation and monitoring. FTA will execute a Record of Decision no sooner than 30 calendar days from the date of publication of the Notice of Availability in the Federal Register.

The Metro Board of Directors is scheduled to consider the Final EIS/EIR and take action on the project at its regularly scheduled meeting on December 3, 2020.

**DOCUMENT AVAILABILITY:** The Final EIS/EIR is available for review by going to the project website (<https://www.metro.net/eastsvtransit>) and clicking on the link to download the Final EIS/EIR. Hard or CD copies may also be provided upon request by contacting Walt Davis at [Daviswa@metro.net](mailto:Daviswa@metro.net) or calling the Project hotline at 818.701.3844.