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Governor's Office of Planning & Research

**Feb 11 2022**

## STATE CLEARINGHOUSE

February 11, 2022

Peter Carter  
Planning Manager  
Metro  
One Gateway Plaza  
Mail Stop 99-26-6  
Los Angeles, CA 90012

RE: Sepulveda Transit Corridor Project  
Notice of Preparation of a Draft  
Environmental Impact Report (NOP)  
SCH# 2021110432  
GTS# 07-LA-2021-03783  
Vic. LA-101/ PM LA 16.619 – LA 17.762  
Vic. LA-405/ PM LA 30.912 – LA 43.362

Dear Peter Carter:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project would construct a fixed guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass. Metro staff is initiating environmental review of six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below 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 Corridor, the Metro G Line (Orange), D Line (Purple) and E Line. The alternatives may be modified as a result of comments received or technical analysis conducted during the preparation of the Draft EIR, including public comments received during scoping. The Draft EIR will also include consideration of a "No Build" alternative that does not include the construction of a fixed guideway line. Figure 2 shows the general alignments of the proposed alternatives

Caltrans supports and strives to make public transportation a viable option for all. Caltrans supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. It is our goal to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability while maintaining the safety and integrity of the State's transportation system. After reviewing the Notice of Preparation of a Draft Environmental Impact Report (NOP), Caltrans has the following comments:

Depending on Project Alternative chosen, project approval could result in a direct adverse impact to the existing State transportation facilities. Alternatives 1 and 2 propose to use Interstate 405 (I-405) for entire project. Alternative 3 proposes to use less of Route 405, and Alternative 4 and

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5 proposes less encroachment on the right-of-way of I-405. Any Alternatives on or adjacent to I-405, will require extensive dialogue, agreements, easement, permits, etc. Due to binding agreements between Caltrans, Caltrans may not be able to convey any rights in certain locations in I-405.

The Proposed Project would also intersect or be adjacent to US-101 and Interstate 10 (I-10). In order to fully assess impacts to the State Highway System, Caltrans looks forward to proceeding documents containing but not limited to, in-depth information regarding the proposed Alternatives, the chosen Alternative, and subsequent Environmental Impact Reports.

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at [carlo.ramirez@dot.ca.gov](mailto:carlo.ramirez@dot.ca.gov) and refer to GTS# 07-LA-2021-03783.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse