



Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions. Metro is studying several projects in this area, including a new rail line with the Sepulveda Transit Corridor Project (Project).

## PROJECT STATUS

### 1. What is the status of the Project?

This Project is currently in environmental review which is the second of five major phases in the project development process, followed by final design, construction, and operations. The environmental process is expected to generate an inclusive vision that balances the unique needs of diverse corridor stakeholders, including future riders, through ongoing dialogue with project stakeholders and communities. As the regional transportation planning agency for Los Angeles County, Metro is leading the environmental analysis of six alternatives consistent with the requirements of both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), requiring the equal evaluation of all alternatives.

See Question 10 for more information on the environmental review process.

### 2. What are the goals of the project?

For this Project, Metro has established six goals:

- i. Improve Mobility
  - Increase transit frequency and decrease travel time
  - Increase transit ridership
  - Prioritize connections to high traffic points of interest
  - Promote efficiency of transfer experience
  - Support non-automobile First-Last Mile connections
- ii. Improve Accessibility and Promote Equity
  - Improve access for Equity Focused Communities
  - Target infrastructure and service investments towards those with the greatest mobility needs
- iii. Support Community and Economic Development
  - Increase opportunity for economic growth around stations
  - Minimize physical barriers to communities created by the Project
  - Prioritize station placement and design that is consistent with community context
- iv. Protect Environmental Resources and Support a Sustainable Transportation System
  - Reduce vehicles miles travelled, greenhouse gas emissions, and other air pollutants
  - Minimize impacts to environmental resources

- v. Provide a Cost-Effective Solution and Minimize Risk
  - Maximize benefits to the public relative to cost
  - Maximize potential eligibility for state and federal funding opportunities
  - Provide an affordable transit solution that achieves cost and schedule certainty
- vi. Enhance Resiliency
  - Provide resilience to natural disasters and climate change

### 3. What alternatives are under consideration?

Metro is evaluating [six build alternatives](#) for a high-capacity fixed guideway transit option between the San Fernando Valley and the Westside, including alternatives with different rail modes – monorail (Alternatives 1-3) and heavy rail (Alternatives 4-6). The northern end of the Project would be at the Van Nuys Metrolink/Amtrak station, and the southern end point at the Metro E Line (Expo). As required by CEQA and NEPA, a “No Project” alternative is also being considered to compare benefits and impacts of the proposed project with those that would occur if the proposed project were not approved and implemented.

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

**Alternative 2:** Monorail with aerial alignment in I-405 corridor and aerial automated people mover connection to UCLA

**Alternative 3:** Monorail with aerial alignment in I-405 corridor and underground alignment between Getty Center and Wilshire Bl

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

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

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

**No Project:** The “No Project” alternative includes all existing highway and transit services and facilities, as well as other transit and highway projects scheduled to be operational by 2045.

Learn more and see maps on the [interactive StoryMap](#).

### 4. Is Metro open to innovation and new technologies for this project?

Metro is exploring innovation and multiple solutions to address the mobility challenges facing the Sepulveda Pass in part by working with two private sector teams – LA SkyRail Express and Sepulveda Transit Corridor Partners – to design five of the six alternatives being considered. The Metro Board approved the use of a Pre-Development Agreement (PDA) process for the Project to solicit the most innovative ideas from the private sector. All PDA proposers, whether selected or not, proposed a proven rail technology, either light rail, heavy rail, or monorail.

### 5. What is a Pre-Development Agreement (PDA)?

A PDA is an agreement with a contractor to initiate the development of a project through a public-private partnership model designed to incentivize innovations in design, engineering, construction

approach, financing and operations. The use of a PDA for the Project was approved by the Metro Board of Directors in 2019 and was a critical component of several unsolicited proposals submitted to Metro’s Office of Extraordinary Innovation in 2016. The PDA contractors – LA SkyRail Express and Sepulveda Transit Corridor Partners – will bring their expertise and creativity to the table early—when critical planning, design and engineering decisions can have the greatest impact on the project’s ultimate success.

**6. What is Metro’s role relative to the PDA teams?**

Consistent with the agency’s role in state statute, Metro is leading the environmental evaluation of all alternatives, including alternatives proposed by the PDA teams. As the regional transportation planning agency for Los Angeles County, Metro is authorized to environmentally study and approve fixed guideway (i.e., rail) projects in Los Angeles County.

**THE ENVIRONMENTAL PROCESS**

**7. What has occurred so far in the planning process?**

Metro initiated the planning process in 2017 with the development of a [Feasibility Study](#) that considered many potential concepts for fulfilling the goals of the Project. That study narrowed down these concepts after conducting multiple rounds of analysis, receiving public feedback, and applying evaluation criteria. The range of Project alternatives was further informed by the PDA proposals, which included both heavy rail and monorail concepts.

The formal environmental study started on November 30, 2021 when Metro issued a [Notice of Preparation \(NOP\)](#) and began scoping for the Project. The project is now in the environmental review process and Metro is working with two PDA teams – LA SkyRail Express and Sepulveda Transit Corridor Partners – to design five of the six alternatives being considered. HTA is developing the sixth alternative.

**8. What kind of feedback did Metro seek during scoping?**

During the 74-day scoping period, from November 30, 2021 to February 11, 2022, Metro sought feedback from the public about:

- Alternatives being considered
- How the alternatives might be enhanced or modified
- Other alternatives that should be evaluated
- Issues and concerns with the project plans
- Questions that should be answered as part of the study

**9. How many comments did Metro receive during scoping and how are they being used?**

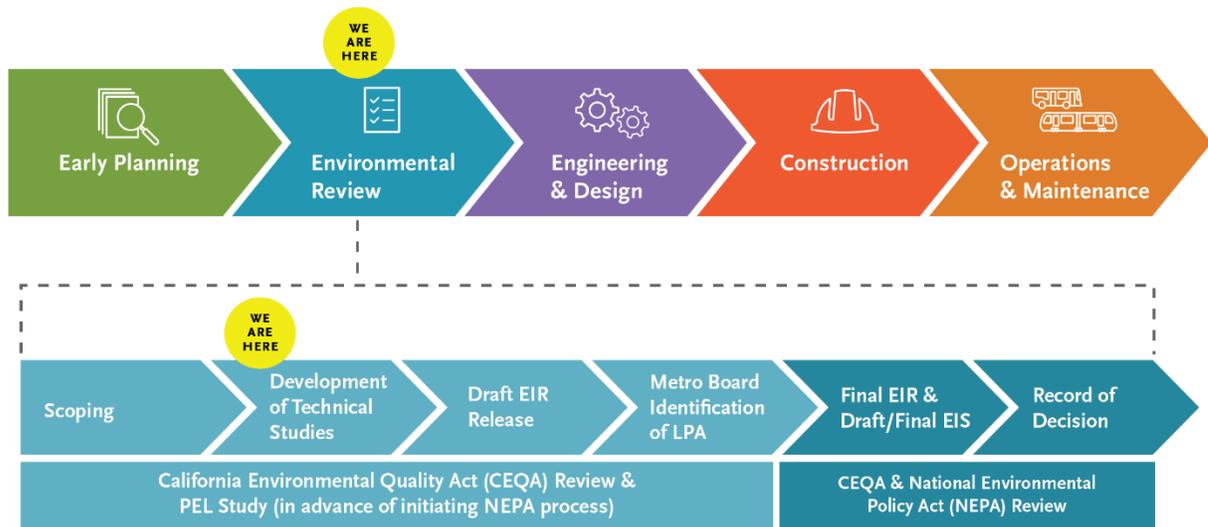
Metro received input from nearly 3,100 individuals, organizations and institutions during the scoping period, with many of the submissions containing multiple comments. Metro has reviewed and organized the comments and shared them with the technical and PDA teams working to refine the alternatives and develop the Draft EIR.

The feedback received during this period is informing the environmental analysis underway and is available in the [Scoping Summary Report](#). A brief summary was presented at the June 2022 Community Update Meetings ([video recording](#) and [Power Point Presentation](#)).

## 10. What are the next steps in the environmental review process?

Since the completion of scoping in February 2022, Metro has continued advancing the technical studies in support of the DEIR that is being developed to evaluate project alternatives that represent distinct rail transit modes, alignments, and station locations for addressing the transportation needs of the Sepulveda Corridor.

The environmental study will continue progressing under CEQA until the Draft Environmental Impact Report (DEIR) is released for public review and comment. Following that, the Metro Board of Directors will be asked to identify a Locally Preferred Alternative (LPA). Once an LPA is identified, environmental clearance for the Project will continue through the development of the Final Environmental Impact Report (FEIR) under CEQA and the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) under NEPA.



Throughout this process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis. Watch this informative [video](#) to learn more about the environmental analysis process.

As a precursor to the federal process for this project, Metro is also currently developing a Planning and Environmental Linkages (PEL) study as a collaborative approach with the Federal Transit Administration (FTA). The PEL study engages federal agencies in the environmental process prior to identification of an LPA and identifies potential issues of concern that would be studied further under a future NEPA process. The PEL uses information, analysis, and products developed earlier in the planning process (including CEQA) to provide the necessary data for the eventual NEPA process, including the development of a Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS).

## 11. What will the DEIR include?

The DEIR will contain a summary evaluation of the alternatives, including:

- Costs: construction cost, right-of-way cost, annual operating costs
- Benefits: overall ridership, reduction in vehicle miles traveled, access to key destinations (employment centers, cultural and educational institutions, attractions, etc.), increased mobility for Equity Focus Communities (EFC)
- Impacts: effects on natural and human environments, including property acquisitions

It will also have conceptual engineering plans for each alternative, including track alignment, typical cross-sections, station layouts and right-of-way impacts. Environmental technical reports analyzing each alternative will also be included in the DEIR. Please see our [Environmental Review Fact Sheet](#) and see [this video](#) for more information on the study process.

**12. What technical analyses will be conducted during the environmental review process?**

Topics for environmental study under CEQA include:

- Agricultural Resources
- Air Quality
- Community and Neighborhood
- Ecosystems and Biological Resources
- Energy
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- Greenhouse Gas Emissions
- Historic, Archeological, and Paleontological Resources
- Land Use and Development
- Mineral Resources
- Noise and Vibration
- Parklands and Community Facilities
- Real Estate and Acquisition
- Safety and Security
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Visual Quality and Aesthetics
- Water Resources
- Wildfire

The purpose of the technical analyses is to provide a comprehensive assessment of all potential environmental impacts associated with the project alternatives while also addressing the environmental resource topics listed in the State CEQA Guidelines, Appendix G while also covering federal requirements for the subsequent NEPA document.

**COST/FUNDING**

**13. How much and what types of funding are available for the Project?**

The Project is funded in part by Measure M, the transportation sales tax approved by 71 percent of Los Angeles County voters in 2016. Measure M has identified \$9.5 billion (in 2015 dollars) in funding from local, state and federal sources (\$5.7 billion for the Valley-Westside segment currently being studied and \$3.8 billion for the future Westside-LAX segment). Metro’s project funding plans for major capital projects include assumptions of other federal, state, and local revenue including discretionary grants that Metro must secure through competitive process and local political support.

**14. Why is Metro considering alternatives that may exceed the funding currently available for a project? How much will the Project cost?**

As required by CEQA and NEPA, the environmental review must look at a wide range of alternatives to address the Project goals (see Question 2). The alternatives will be analyzed for environmental benefits and impacts across their proposed modes, alignments, station locations, and above-ground or below-ground configurations. In conjunction with the environmental review process, Metro will evaluate the cost estimates and construction time frames of all proposed alternatives. The findings of the environmental analysis, including projected cost estimates, will be released in the DEIR for public review with a comment period and public hearings to solicit public input before final determination and identification of an LPA. At this early stage of environmental review, the proposed [alternatives](#) are being evaluated equally and no decisions have been reached.

The initial cost estimates in the 2019 [Final Feasibility Report](#) and in the PDA proposals are based on preliminary designs. As the designs for the alternatives advance, the cost estimates will be refined.

## **POTENTIAL PROJECT IMPACTS**

### **15. Is it anticipated that eminent domain will be required?**

No alternative has been selected at this time, nor has any alternative been sufficiently defined to make a determination about property acquisitions. Metro always works to achieve a negotiated agreement with any property owner before pursuing eminent domain as a last resort. The property acquisition process is governed by the Uniform Relocation Assistance and Real Property Acquisition Act. More information on that process is available at [Property Acquisition Fact Sheet](#).

### **16. Will easements be needed? And to what extent? And what are the practical implications of those required easements?**

Yes, most new rail projects need to acquire easements for their construction and operation. Some projects need property for tunnels, stations, aerial structures, or other facilities. Typical examples might include easements for emergency ingress and egress, underground easements for tunnels and stations, easements for maintenance, or air rights for aerial structures. Projects might also need to acquire property or easements on a temporary basis for use during project construction.

To ensure public safety and protect property for all parties, some easements allow Metro to review plans for construction above or adjacent to the easement area. However, not all projects require significant review from or coordination with Metro and, in many cases, can be quite routine and conducted as a part of the city review for the future project. The level of review depends on the proximity to Metro's facilities, site conditions, and the potential impact to Metro's facilities operations/services. There are many examples around Los Angeles where property owners have been able to build successfully above and adjacent to our tracks, tunnels, stations or other facilities.

The DEIR will identify potential easements and acquisitions for each of the alternatives. More information is available in our [Property Acquisition Fact Sheet](#).

### **17. During construction, will there be noise or vibrations that the residents will be aware of?**

The nature of construction impacts will depend on the selected alternative. The environmental process will identify and evaluate construction impacts such as noise and vibration. Those impacts, along with mitigation measures and the effectiveness of these measures will be described in the DEIR.

### **18. Would a tunnel need to be vented? Would it be on private property? If so, what are the impacts such as noise and other consequences?**

Underground trains push the air as they move through the tunnels. This air can be vented to the surface in a variety of locations. Venting occurs at stations, and where the tunnels come up to the surface. Sometimes ventilation shafts at other locations are also needed. The requirements for number, size and location of ventilation shafts will vary with the length of the underground sections, the tunnel size and design, and the number and frequency of trains. The environmental study for the Project will evaluate the number of vent facilities required, potential locations, any environmental impacts and needed mitigations.

Vents can generate noise, but the amount of noise associated with a vent is dependent on its size and several design variables. Emissions from vents do not impact air quality as the ventilation system filters out pollutants before being released to the environment. The means of ventilation,

any potential impacts, including property impacts, will be analyzed in the environmental document along with any associated mitigation measures. Vent facilities may require property acquisition. Please see our [Property Acquisition Fact Sheet](#) for more information.

**19. What effects does tunneling have at the surface?**

Modern tunneling methods such as Tunnel Boring Machines (TBM) and Sequential Excavation Method (SEM) generally produce no noticeable noise, vibration, or settlement at the ground surface. This is because bored tunnels are generally deeper compared to tunnels constructed using cut and cover methods, and the ground around and above the tunnel remains fully supported at all times. Recent Metro experience with the D Line (Purple) Extension, Crenshaw/LAX and the Regional Connector projects have shown these underground activities can proceed with no disturbance even to sensitive neighbors, such as schools or theaters. Noticeable construction typically occurs where facilities are needed on the surface. This includes at stations, at the launch and extraction sites of boring machines, and at places where tracks transition from tunnels to the surface. Tunnel launch sites, often part of station construction sites, are generally the largest and most active of these, as they include storage of materials like tunnel lining and staging for hauling away soil and rock removed from the ground during tunneling. These locations are identified during environmental studies and will be described in the DEIR along with impacts and associated mitigations. For more information, see our [Tunneling Fact Sheet](#) and our [Station Construction Fact Sheet](#).

**20. What monitoring takes place during tunneling?**

Extensive and continuous monitoring is part of tunneling operations to ensure no noticeable vibration or settlement occurs at the ground surface. Several types of sensors are used within the tunnel and as part of this work. Other types of sensors are placed along the alignment at ground level, below ground, and on nearby structures. Plans for monitoring are developed during environmental studies and described in the DEIR.

**21. Will trains running in tunnels cause noise or vibration at the surface?**

In bored tunnels, trains generally produce no noticeable noise or vibration at the surface. Noise and vibration from transit operations can occur near surface facilities such as station entrances, ventilation facilities, or transitions from tunnels to the surface. The environmental process will identify and evaluate impacts due to operations, including noise and vibration. Those impacts, along with mitigation measures and the effectiveness of these measures will be described in the DEIR.

**OTHER PROJECT QUESTIONS**

**22. Will the Project include parking?**

Metro will be studying parking as part of the environmental process. As part of the [Feasibility Study](#), the analysis indicated that only about 4% of users (2% driving; 2% dropping off) would park, while the rest would bike, walk or transfer. This is consistent with other Metro lines, where most people are transferring.

**23. Do all proposed alternatives have sufficient capacity to accommodate the long-term demand in the corridor?**

During the 2019 Sepulveda Transit Corridor [Feasibility Study](#), Metro established that all the alternatives that would be further studied in the environmental process must carry approximately 12,000 passengers per direction, per hour. The number of passengers that can be carried is a

function of the capacity of the trains, their speed and frequency of service. Metro will continue to evaluate all the alternatives under consideration to ensure they meet this requirement.

**24. What is the travel time for each of the alternatives being studied?**

During the 2019 Feasibility Study, Metro estimated that it would take less than 30 minutes to travel from the Metrolink/Amtrak station at Van Nuys Boulevard in the north to the E Line (Expo) in the south making this project highly competitive with travel by car on the I-405 freeway. Metro will continue to evaluate each of the alternatives currently under review in the EIR and share their estimated travel times when available.

**25. Will any of the proposed alternatives allow trains to travel on other existing or planned Metro rail lines? If so, could maintenance facilities be shared with other lines?**

None of the proposed alternatives would allow trains to travel directly onto other Metro lines nor could they use existing maintenance facilities. The Sepulveda Transit Corridor is being studied and planned as a north-south alignment. However, all proposed alternatives will ensure easy and convenient transfers to the Metro G Line (Orange), D Line (Purple), E Line (Expo), and the future East San Fernando Valley Transit Corridor. This allows for more frequent and better passenger service on each of those lines as opposed to when trains alternate their service on different lines. Therefore, trains for the Sepulveda Transit Corridor Project will require their own maintenance and storage facility (MSF). For more information, see our [Rail Maintenance and Operations Facilities Fact Sheet](#).

**26. Do the proposed monorail alternatives have stations in the median of I-405?**

The monorail alternatives (Alternatives 1-3) do not have any proposed stations in the median of the freeway. The proposed monorail stations are almost all located on the side of the I-405.

**27. What about other potential alignments or station locations?**

The scoping period and meetings associated with the [Notice of Preparation \(NOP\)](#) provided an opportunity for agencies, stakeholders, and the public to provide input regarding the goals and objectives of the project, potential impacts, and modifications to the project alternatives (including tunneling alignments) for Metro's consideration.

## **DECISION-MAKING PROCESS**

**28. How will the decision-making process occur?**

The decisions on a preferred alternative and a project delivery method will be made by the Metro Board. These decisions will be based on a variety of factors including the environmental effects of each alternative, public and stakeholder feedback, cost effectiveness, anticipated transit benefit and constructability and operational considerations. The environmental documentation and review process will generate a substantive technical assessment of each of the alternatives under consideration. There will be several years of analysis, evaluation, and discussion. The process affords several opportunities for public feedback and input. The Metro Board will base its decision on a substantial array of technical information and public feedback. There will be ample time for Board deliberation to weigh and debate all aspects of the project alternatives.

**29. Who has oversight of Metro's decisions?**

Metro is a public agency created by the State of California. Per state statute, decisions are made by the Metro Board of Directors that is comprised of 13 voting members – the five members of the County Board of Supervisors, the Mayor of the City of Los Angeles plus three individuals appointed

by the Mayor, and four local elected officials – mayors or council members – from and chosen by the other cities within Los Angeles County.

## **PUBLIC ENGAGEMENT/OUTREACH**

### **30. How was past community input incorporated into the solicitation and procurement of the PDA contractors?**

The 2019 [Feasibility Study](#) included two years of ongoing community and stakeholder outreach, including three rounds of public meetings throughout the study area. Reports from the Feasibility Study, including the public engagement and input are public information and were made available to the bidders as part of the PDA solicitation and procurement.

### **31. What are the opportunities for public engagement and feedback on the Project?**

Public input is encouraged throughout the environmental analysis of the project. Metro welcomes comments at our public events, as well as through our website, phone line, email and US Mail. Please contact us through any of those means to be added to our distribution list to receive information and updates about the project, including formal comment opportunities.

### **32. Is Metro the only source of information for the Project? Are the PDA teams able to provide information directly to the public?**

Official information regarding the Project can be found on Metro’s [project website](#). The administrative record for the Project will include comments made through official channels from the earlier scoping period and during the official comment period when the DEIR is released.

Please note that the awarded PDA contracts are for the design of the concepts proposed by the two PDA teams (Alternatives 1 to 5). These concepts are expected to evolve with feedback from the PDA and environmental processes. No decisions have been made to proceed to construction on any of the alternatives.

The PDA teams may share information with the public, with the following disclaimer on all materials:

*Because Metro has not completed a CEQA review, the information contained herein does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required under CEQA. Metro retains the absolute sole discretion to make decisions under CEQA, which discretion includes, without limitation (i) deciding not to proceed with the Project (known as the “no build” alternative) and (ii) deciding to approve the Project. There will be no approval or commitment by Metro regarding the development of the Project, unless and until Metro, as the Lead Agency, and based upon information resulting from the CEQA environmental review process, considers the impacts of the Project.*

The scoping period was the first opportunity during the environmental phase to share the project alternatives with the public and discuss the process of environmental review. Public review of the DEIR will provide another opportunity for public feedback.

### **33. Why doesn’t Metro have all the answers to the public’s questions? Why can’t the agency be more forthcoming?**

The purpose of the environmental study is to evaluate the alternatives, their benefits and their environmental impacts. That necessarily includes the answers to the questions that the community is asking. We understand that there is also a great deal of interest in the alternatives, including

those from the PDA developers. We also understand that, at times, the process can be frustratingly slow, including at this early stage of the study when those answers aren't yet available. We will provide information as it becomes available through the study, and through ongoing outreach you will have ample opportunity to ask questions and share your thoughts with us.

Following the guidelines of both CEQA and NEPA, it is Metro's responsibility to consider a range of alternatives while ensuring that the process treats all alternatives impartially as they advance through the same rigorous analysis. Those guidelines also require that the analysis is impartial and protects the process of receiving public input and disclosing environmental impacts. This includes Metro's commitment to a comprehensive outreach program that provides stakeholders the necessary information, tools and resources to remain informed and engaged, and provide valuable input at key milestones.

**34. How will Metro promote equity in its outreach process for this project?**

Metro's Equity Platform commits Metro to address inequities and create more equitable access to opportunity for EFCs, which are communities in which:

- 40% of households are low-income and 80% are non-white OR
- 40% of households are low-income and 10% have no access to a vehicle

EFCs are concentrated in the north end of the Study Area in the San Fernando Valley. Metro is committed to an outreach process that promotes equity. The outreach consultant team that is engaged on this project reflects the diversity of Los Angeles and the project area and is working closely with Metro to develop a program that reaches the broadest range of stakeholders to engage them effectively and meaningfully. The team is planning a broad range of activities, including booths at events, outreach at transit stations, collaboration with community-based and faith-based organizations, and coordination with elected officials representing the communities throughout the project area.

**NEARBY PROJECTS**

**35. How does this project relate to other Metro projects?**

Our region has a once-in-a-generation opportunity to redefine mobility between the San Fernando Valley and the Westside on the Sepulveda Pass corridor, one of America's most challenging travel corridors. As such, Metro is evaluating a variety of projects that could offer a range of multimodal mobility options to address existing and future transportation needs. The Sepulveda Transit Corridor is just one of the projects considering mobility improvements. Other projects include the [I-405 Sepulveda Pass Express Lanes](#) and the [Traffic Reduction Study](#).

Each of these projects must undergo their own separate planning and/or environmental clearance process. As each project advances, we will share detailed information about project benefits and impacts. Planning and environmental processes are being coordinated across projects to ensure Metro achieves a comprehensive and seamless improvement in mobility in the corridor.

**36. How is this Project related to the I-405 Sepulveda Pass ExpressLanes Project?**

The alternatives under consideration for the Sepulveda Transit Corridor Project are consistent with implementation of the I-405 Sepulveda ExpressLanes Project. As part of those separate efforts, Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate alternatives to convert the existing high-occupancy vehicle (HOV) lanes – or carpool lanes –

to dynamically priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions of I-405 between I-10 and US-101. Select alternatives also include the addition of a new lane in each direction to serve as a second ExpressLane or carpool lane. The proposed build alternatives are intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool lanes and increase person throughput. Metro began the environmental process with scoping in summer 2021. Since the completion of scoping, Metro and Caltrans are continuing to advance technical studies for the Draft Environmental Impact Report and Environmental Impact Statement (EIR/EIS) which is anticipated to be released for public review in Fall 2023. Additional information is available on the [I-405 Sepulveda Pass ExpressLanes Project page](#).

**37. How is this Project coordinating with other projects in the area?**

The Sepulveda Transit Corridor Project will have connections to the Metrolink Ventura County Line, East San Fernando Valley Transit Corridor, Metro G Line (Orange), Metro D Line (Purple), and Metro E Line (Expo). Coordination with other projects planned and in construction was initiated during the [Feasibility Study](#) to promote the best possible customer experience for riders transferring from one transit corridor to another. Coordination will continue with these projects, as well as the other projects in the I-405 Sepulveda Pass corridor as the design of each of the alternatives is advanced during the environmental review process.

**38. How does this project relate to Metro’s Traffic Reduction Study?**

The Traffic Reduction Study is exploring how to reduce traffic through congestion pricing (i.e., tolls) and providing more high-quality transportation options. In response to the effects of COVID on traffic and the economy, Metro is currently updating the analysis of several early concepts that are being studied to see if a traffic reduction program pilot could be successful in our region, including parts of LA County that have long suffered from chronic traffic. One of the concepts includes the Santa Monica Mountains Corridor where Metro is exploring how congestion pricing, investments in additional transportation options, and low-income assistance and equity programs could reduce heavy traffic on freeways and parallel roadways that cross the Santa Monica Mountains between I-405 and I-5, improve mobility, and advance equity. Terrible traffic has plagued the roads in the area for decades. This study is not expected to impact the environmental planning process for the Sepulveda Transit Corridor Project. However, both projects will continue monitoring progress on each of the counterpart efforts and coordinate to identify synergies and avoid any potential conflicts. Should Metro move forward with a traffic reduction pilot program it would not begin until 2028 — after a lot more planning, public engagement and necessary approvals from the Metro Board of Directors and other governmental bodies. Additional information on the [Traffic Reduction Study page](#).

**LIST OF ACRONYMS**

CEQA	California Environmental Quality Act	HOV	High-Occupancy Vehicle
DEIR	Draft Environmental Impact Report	I-405	Interstate 405
DEIS	Draft Environmental Impact Statement	LPA	Locally Preferred Alternative
EFC	Equity Focus Communities	MSF	Maintenance and Storage Facility
EIR	Environmental Impact Report	NEPA	National Environmental Policy Act
EIS	Environmental Impact Statement	PDA	Pre-Development Agreement
FEIR	Final Environmental Impact Report	PEL	Planning and Environment Linkages
FEIS	Final Environmental Impact Statement	SEM	Sequential Excavation Mining
FTA	Federal Transit Administration	TBM	Tunnel Boring Machine
HOT	High-Occupancy Toll		