



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



Metro

Planning and Programming Committee

January 14, 2026

File ID: 2025-1062

Recommendation

CONSIDER:

- A. APPROVING the Locally Preferred Alternative (LPA) as Modified Alternative 5: Heavy rail transit underground between the Van Nuys Metrolink Station and the E Line Expo/Sepulveda Station modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard.
- B. AUTHORIZING further design refinement and advancement of the LPA to address project cost, risk, and comments received on the Draft Environmental Impact Report (EIR), including but not limited to defining an Initial Operating Segment (IOS) and a phasing plan with priority given to connecting the San Fernando Valley—at the Metro G Line and ESFV Light Rail Line at Van Nuys Boulevard—and the Westside—at the Metro D Line—including refined maintenance and storage strategy.
- C. AUTHORIZING advancement of the Final EIR and any additional environmental documentation required as a result of selecting the LPA and development of an IOS.



Overview of Alternatives



	Alt 1 *	Alt 3	Alt 4	Alt 5	Alt 6
Technology	Automated Monorail	Automated Monorail	Automated Heavy Rail	Automated Heavy Rail	Driver-Operated Heavy Rail
Alignment	Aerial	Aerial/Underground	Aerial (n. of Valley Vista)/Underground	Aerial (n. of Raymer)/Underground	Underground
Length (miles)	15.1	16.1	13.9	13.8	12.9
Stations	8	9	8	8	7
End-to-end travel time (mins.)	~28	~33	~20	~20	~18
Peak train frequency (mins.)	2.77	2.77	2.5	2.5	4
Daily Ridership	~63,000	~82,000	~123,000	~124,000	~107,000
Connection to UCLA	Electric Bus	Station under campus	Station under campus	Station under campus	Station under campus
Daily VMT Reduction (2045)	~342,000	~451,000	~768,000	~775,000	~695,000
Residential Acquisitions	1	1	212	34	127
Capital Cost (2023\$)	\$15.4B	\$20.8B	\$20.0B	\$24.2B	\$24.4B

**Alternative 1 also includes an E-bus between the Metro D Line Westwood/VA Hospital Station and UCLA Gateway Plaza.*

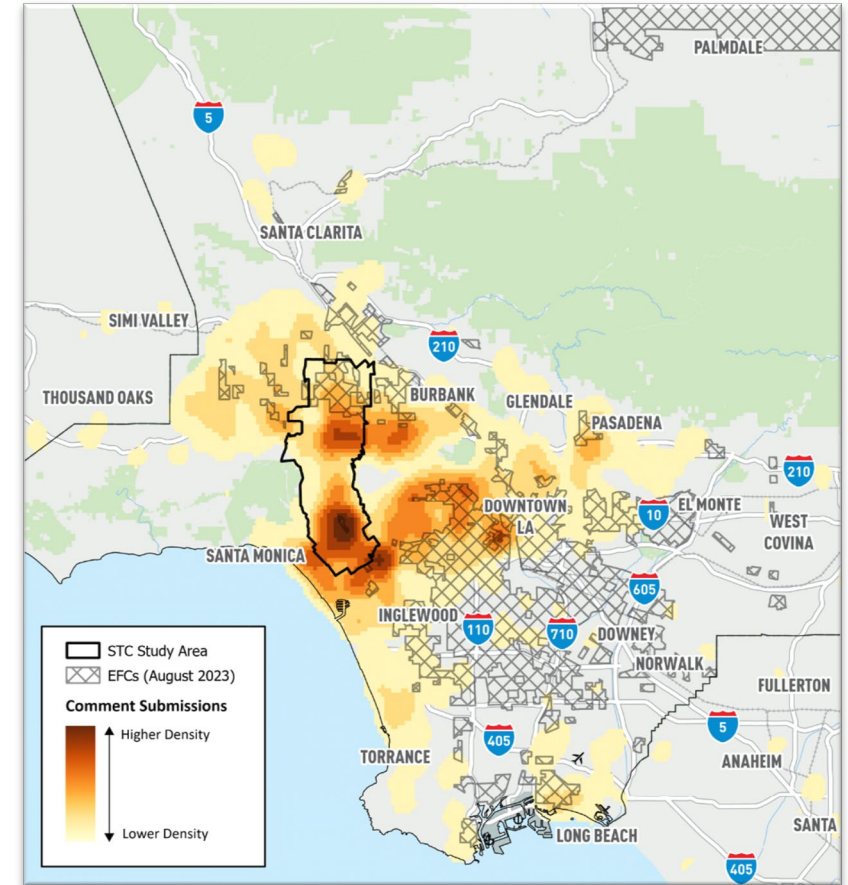
Comparison of Alternatives Studied

Alt	Opportunities	Challenges
1	• Lowest capital cost (\$15.4B), 37% less than the highest cost alternative • Fewest Significant and Unavoidable CEQA impacts (DEIR Environmentally Superior Alternative)	• Lowest ridership, ~1/2 ridership of the highest ridership alt • No direct rail connection to UCLA • ~1/2 employment within ½ mile of stations than other alternatives • Lowest FTA cost-effectiveness • Lowest GHG and VMT reduction
3	• Only alternative that provides service to both UCLA and the Getty Center	• Longest end-to-end travel time (~33 minutes) • Slightly higher capital cost than Alt 4 (<4% difference) with 2/3 of the ridership (anticipate higher potential for VE)
4	• Lower cost than Alternative 5 (~\$4.2B, 17%) with similar mobility benefits • Highest cost-effectiveness	• Community concerns about aerial structure along Sepulveda Blvd • Highest number of residential acquisitions (212 units, 202 in multifamily residential)
5	• Highest ridership • Fewest residential acquisitions among HRT alternatives	• Higher cost than Alternative 4 (~\$4.2B, 17%) with similar mobility benefits
6	• Fastest end-to-end travel time (~18 minutes) • Shortest alignment	• Most expensive • Less frequent headways • Mid-tunnel vent shaft on LADWP Stone Canyon Reservoir parcel • Second most residential acquisitions (127 multifamily units) • Fewest number of stations



Draft EIR Outreach and Summary of Comments

- > 90-day public comment period: June 2 – August 30, 2025
- > 5 Community Meetings and 5 Public Hearings held during comment period to provide information and obtain comments
- > 8,074 total comment submissions
- > Of the total submissions, 7,308 submissions (90.5%) expressed some type of support for the project, either for specific alternative(s) or overall project
- > Only 69 submissions (0.9%) expressed opposition to the overall project



Cost Benefit Analysis

- > At the July 2025 Metro Board meeting, **the Board approved a methodology framework** for a Cost Benefit Analysis to be conducted on Metro capital projects at key milestones to support investment and funding decisions.
- > Two components inform the CBAs:
 - **Weighted Benefits Analysis**
 - Points-based evaluation comparing benefits across the five goals in the Metro-adopted CBA methodology.
 - Each benefit is assigned a **score of 1 (lowest) through 7 (highest)**.
 - Alternative 5 performs the strongest
 - **Benefit Cost Ratio**
 - Benefit Cost Ratio compares monetized project benefits to monetized project costs.
 - **All alternatives confer significant benefits compared to costs.**
 - **Alternative 4** has the highest monetized benefits compared to costs.
- > *Note: Cost Benefit Analysis results cannot be used for comparison between projects due to different assumptions for each analysis.*

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Weighted Benefits Analysis	4.8	5.3	6.0	6.1	5.7
Benefit Cost Ratio	4.2	3.5	5.4	4.6	4.3

Staff Recommendation: Modified Alternative 5 Description



Elements of Modified Alternative 5

- Construction and operational approach of Alternative 5
- Northern segment along Van Nuys Boulevard (similar to Alternative 6)
- Southern segment with station on campus at UCLA and along Sepulveda Boulevard
- Initial Operating Segment (IOS) to focus on connecting G Line and East San Fernando Valley Light Rail in the San Fernando Valley with the D Line on the Westside
- Need to identify maintenance and storage approach to support IOS
- Refined alignment through Santa Monica Mountains

Staff Recommendation: Modified Alternative 5 and IOS Benefits

Draft EIR Goals	LPA and IOS Staff Recommendation Benefits
Improve Mobility	- Alternative 5 is highest ridership alternative - Alternative 5 travel time among fastest and anticipated to improve with LPA due to shorter more direct route than Alternative 6 (fastest Draft EIR alternative) - IOS provides alternative to congested 405 through the Sepulveda Pass
Improve Accessibility and Promote Equity	- Direct connections to Metro D, E, G and ESFV Lines and Metrolink Ventura County Line - IOS provides direct connections to Metro D, G and ESFV Lines
Support Community and Economic Development	- Stations close to major destinations and employment centers, including UCLA
Protect Environmental Resources and Support Sustainable Transportation System	- Alternative 5 has greatest VMT reduction - No construction and ventilation shaft in Santa Monica Mountains
Provide a Cost-Effective Solution and Minimize Risk	- Phasing allows for project's mobility benefits to be delivered earlier, as funding is available, and incrementally - Addresses LADWP comments - Shorter alignment and fewer stations with LPA should reduce Alternative 5 costs
Enhance Resiliency	- Providing a new travel corridor through the Sepulveda Pass adds resiliency to the transportation network.