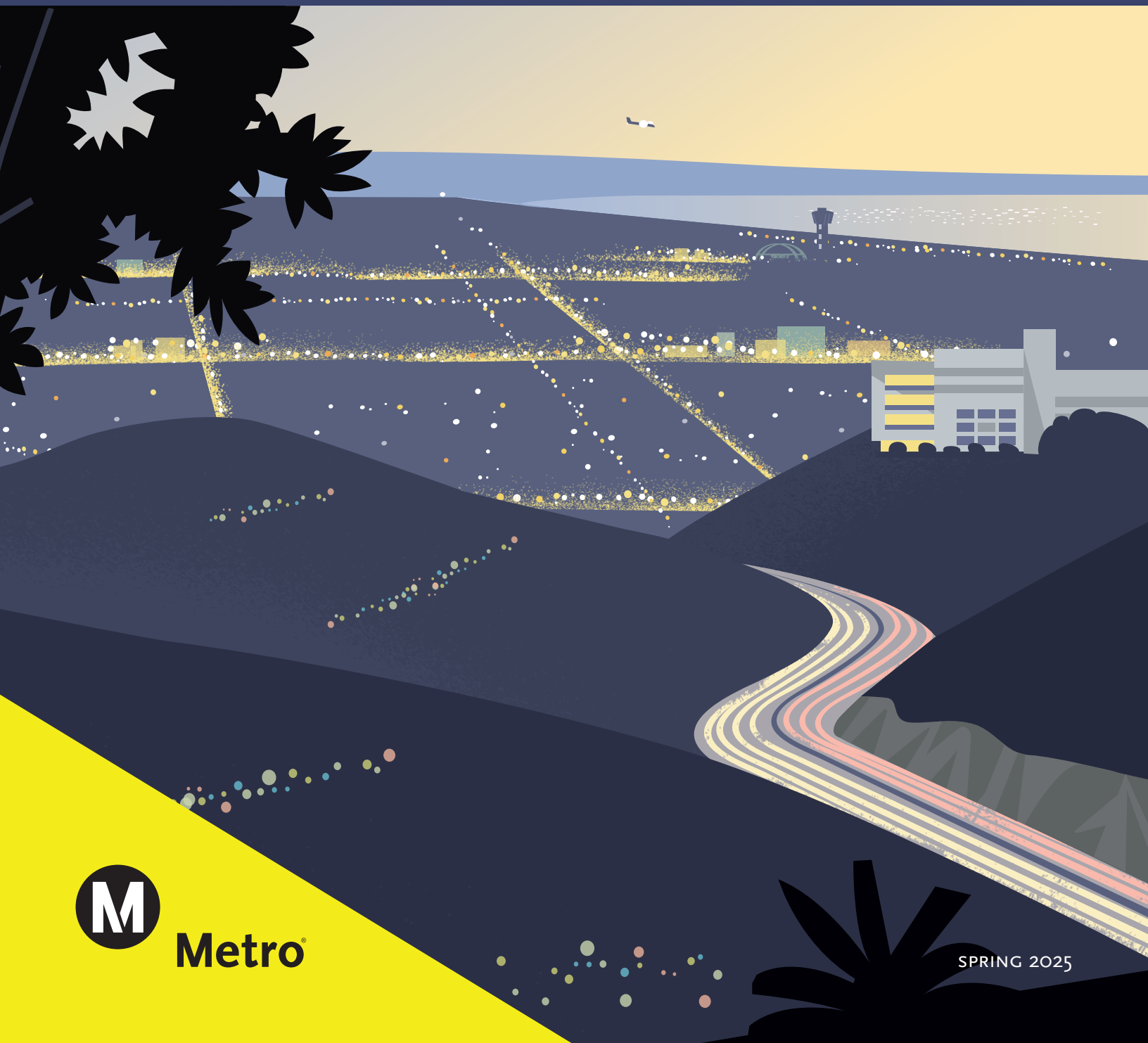
metro.net/sepulvedacorridor

We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR
Fact Sheet



Metro

SPRING 2025

Overview

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside extremely difficult and slow. In fact, it's one of the most congested corridors in the country and transit is limited. Solving this challenge 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.

Metro is conducting an environmental review for the Sepulveda Transit Corridor Project, which will create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the project can improve access to major employment, education, healthcare and cultural centers in the greater LA area.

Goals

For this project, Metro has established six goals:

> Improve mobility

> Improve accessibility and promote equity

> Support community and economic development

> Protect environmental resources and support a sustainable transportation system

> Provide a cost-effective solution and minimize risk

> Enhance resiliency

Funding

The Measure M expenditure plan identified $9.5 billion in funding ($5.7 billion for the Valley-Westside segment currently being studied and $3.8 billion for the future Westside-LAX segment).

Project Development Process

This project is currently in the planning phase. An environmental review is underway analyzing five project alternatives with varying potential routes and modes. Metro contracted with two private sector teams in a Pre-Development Agreement (PDA) to design some of the alternatives. LA SkyRail Express (LASRE) designed Alternatives 1 and 3, and Sepulveda Transit Corridor Partners (STCP) designed Alternatives 4 and 5. Alternative 6 is being developed by Metro's environmental consultant, HTA Partners.

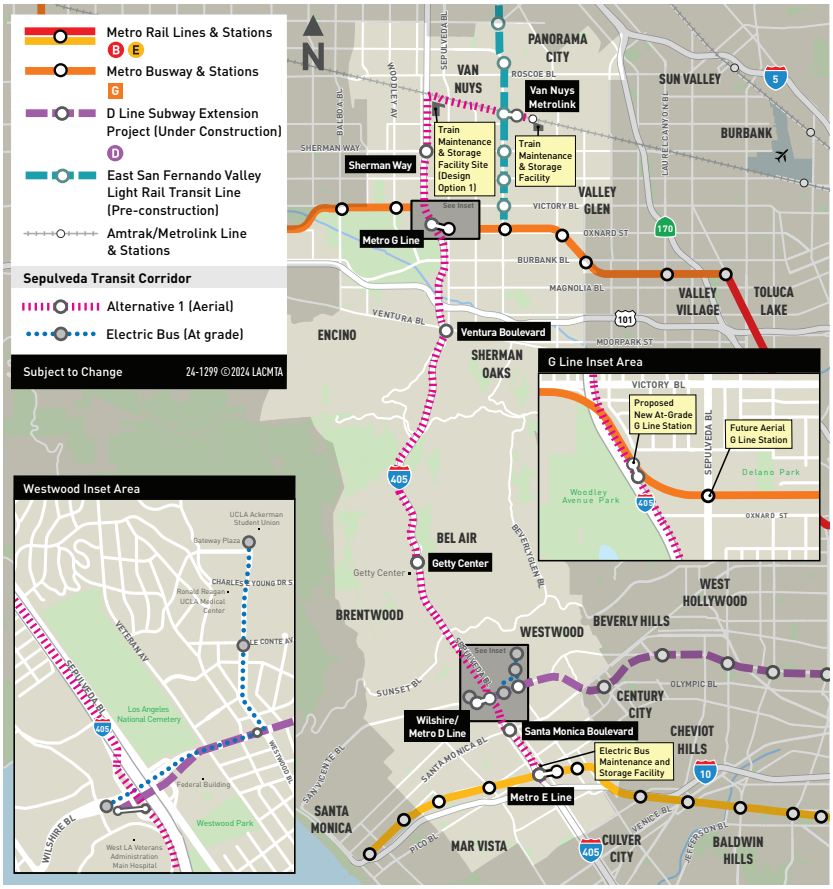
The environmental review process began in November 2021 with a public scoping period. Since then, Metro has hosted 15 in-person and online meetings that drew more than 2,500 attendees to share information about the project and gather feedback. From November 2021 through August 2024, there have been approximately 6,500 submissions received. In addition, Metro has participated in more than 70 outreach events. Metro continues to lead a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of diverse corridor stakeholders.

Project Alternatives

When the environmental review process began, six alternatives were under consideration. LA SkyRail Express requested the removal of Alternative 2 from further consideration in the environmental process. Metro concurred with this request in July 2024. As the environmental analysis has continued, the remaining alternatives have retained their existing numbering (Alternatives 1, 3, 4, 5 and 6).

Metro is now studying five project alternatives, as well as the required "No Project" Alternative.

ALTERNATIVE 1



MODE
Automated monorail

ALIGNMENT
Aerial

LENGTH (MILES)
15.1

 # OF RAIL STATIONS
8 (all aerial)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Electric bus

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink Ventura County Line tracks

> East of Van Nuys Metrolink Station

RAIL STATIONS
> Metro E Line/ Sepulveda
> Santa Monica Bl
> Wilshire Bl (Metro D Line)
> Getty Center
> Ventura Bl
> Metro G Line
> Sherman Way
> Van Nuys Metrolink Station

ALTERNATIVE 2

MODE
Automated monorail

ALIGNMENT
Aerial

LENGTH (MILES)
15.8

 # OF STATIONS
8 (all aerial)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
People mover

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink Ventura County Line tracks

> East of Van Nuys Metrolink Station

RAIL STATIONS
> Metro E Line/ Sepulveda
> Santa Monica Bl
> Wilshire Bl (Metro D Line)
> Getty Center
> Ventura Bl
> Metro G Line
> Sherman Way
> Van Nuys Metrolink Station

ALTERNATIVE 3

MODE
Automated monorail

ALIGNMENT
Aerial/underground

LENGTH (MILES)
16.1

OF RAIL STATIONS
9 (7 aerial,
2 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY OPTIONS
> East of I-405, south of Metrolink Ventura County Line tracks

> East of Van Nuys Metrolink Station

RAIL STATIONS
> Metro E Line/ Sepulveda**

> Santa Monica Bl**

> Wilshire Bl (Metro D Line)*

> UCLA Gateway Plaza*

> Getty Center**

> Ventura Bl**

> Metro G Line**

> Sherman Way**

> Van Nuys Metrolink Station**

**underground*
***aerial*

ALTERNATIVE 4

MODE
Automated heavy rail

ALIGNMENT
Aerial/underground

LENGTH (MILES)
13.9

OF RAIL STATIONS
8 (4 aerial,
4 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman, south of Metrolink Ventura County Line

RAIL STATIONS
> Metro E Line/ Sepulveda*

> Santa Monica Bl*

> Wilshire Bl (Metro D Line)*

> UCLA Gateway Plaza*

> Ventura Bl**

> Metro G Line**

> Sherman Way**

> Van Nuys Metrolink Station**

**underground*
***aerial*

ALTERNATIVE 5

MODE
Automated heavy rail

ALIGNMENT
Aerial/underground

LENGTH (MILES)
13.8

OF RAIL STATIONS
8 (1 aerial, 7 underground)

SOUTHERN TERMINUS
Expo/Sepulveda

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman, south of Metrolink Ventura County Line

RAIL STATIONS
> Metro E Line/ Sepulveda*
> Santa Monica Bl*
> Wilshire Bl (Metro D Line)*
> UCLA Gateway Plaza*
> Ventura Bl*
> Metro G Line*
> Sherman Way*
> Van Nuys Metrolink Station**

*underground
**aerial

ALTERNATIVE 6

MODE
Driver-operated heavy rail

ALIGNMENT
Underground

LENGTH (MILES)
12.9

OF RAIL STATIONS
7 (all underground)

SOUTHERN TERMINUS
Expo/Bundy

UCLA CONNECTION
Station under campus

MAINTENANCE AND STORAGE FACILITY
West of Woodman/South of Metrolink VC Line

RAIL STATIONS
> Metro E Line/Bundy
> Santa Monica Bl
> Wilshire Bl (Metro D Line)
> UCLA Gateway Plaza
> Ventura Bl
> Metro G Line
> Van Nuys Metrolink Station

Environmental Process

Metro is preparing an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA). The Draft Environmental Impact Report (DEIR) includes project alternatives that represent a range of rail transit modes, alignments and station locations for addressing the transportation needs of the Sepulveda corridor. The DEIR will be circulated for public comment. Then, a Locally Preferred Alternative (LPA) will be recommended to the Metro Board of Directors. After the Metro Board identifies the LPA, the Final Environmental Impact Report (FEIR) and the Draft and Final Environmental Impact Statement (EIS) will be prepared to complete the environmental review process. During this process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis.

Topics for environmental study under CEQA include:

> Aesthetics
> Air Quality
> Biological Resources
> Cultural Resources
> Energy
> Geology, Soils, Seismicity, and Paleontological Resources
> Greenhouse Gas Emissions
> Hazards and Hazardous Materials
> Hydrology and Water Quality
> Land Use and Planning
> Noise
> Population and Housing Growth
> Public Services
> Recreation
> Transportation
> Tribal Cultural Resources
> Utilities and Service Systems
> Wildfire

Nearby Projects

The Sepulveda Pass–including Sepulveda Boulevard, the I-405 and canyon roads–is a complex and challenging area. To address these challenges, Metro is evaluating a variety of projects that could offer a range of multimodal mobility options to address existing and future transportation needs. Projects are closely coordinated, with unique processes and distinct schedules.

I-405 Sepulveda Pass ExpressLanes
Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate alternatives to convert the existing high-occupancy toll (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions of I-405 between I-10 and US-101. More information is available at *metro.net/405ExpressLanes*.

Traffic Reduction Study
Metro's Traffic Reduction Study is exploring how to reduce traffic through congestion pricing and high-quality transportation options. Additional information on the Traffic Reduction Study is available at *metro.net/trafficreduction*.

CONTACT US

Metro invites you to stay involved and share your feedback.

213.922.7375
sepulvedatransit@metro.net
metro.net/sepulvedacorridor
@metrolosangeles
losangelesmetro

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