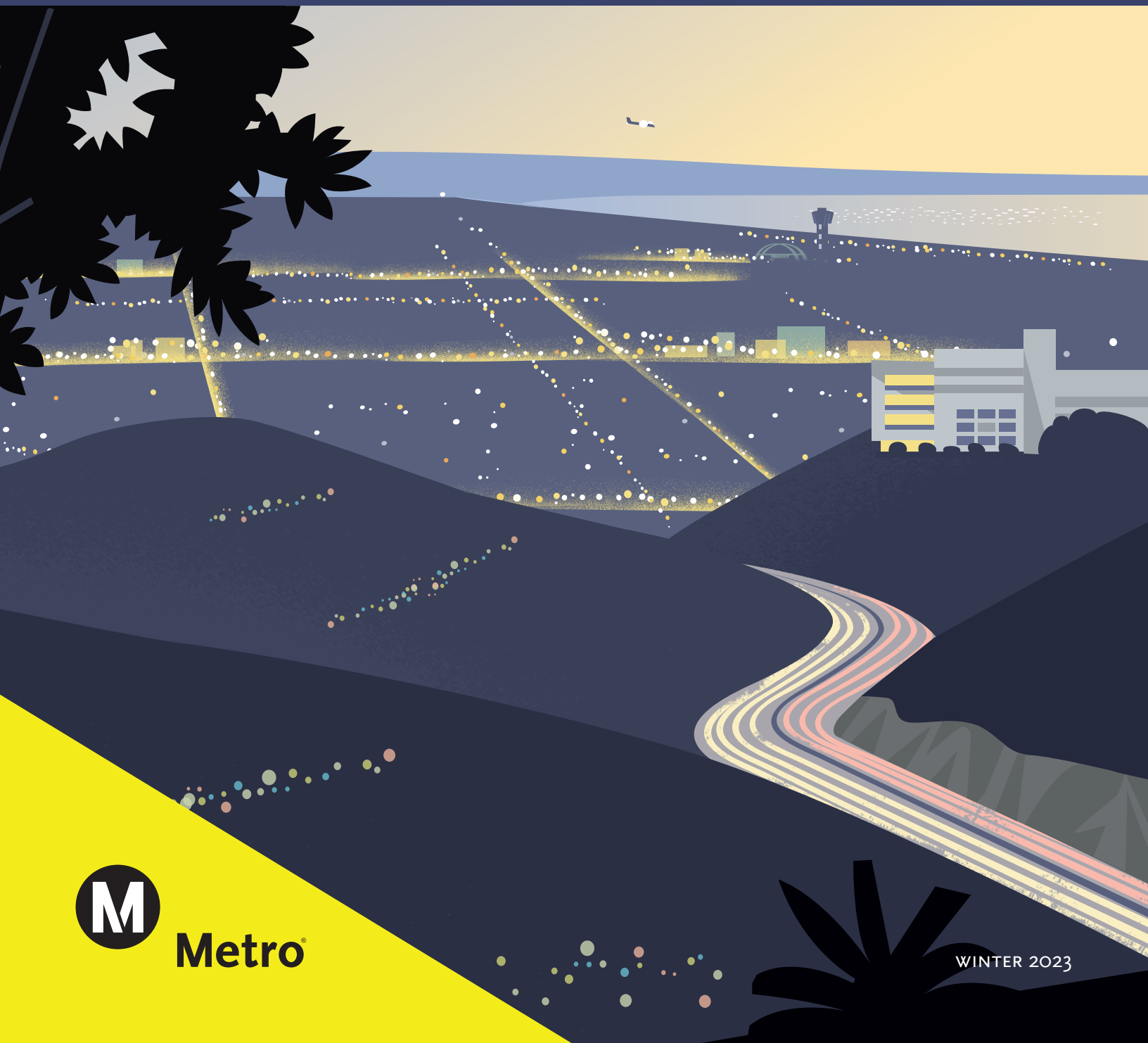
metro.net/sepulvedacorridor

# We're exploring alternatives to the 405.

**SEPULVEDA TRANSIT CORRIDOR**
Fact Sheet



Metro

WINTER 2023

## 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 Valley and the Westside 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.

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 proposed 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

Funding for planning and construction of the Sepulveda Transit Corridor is provided partially by Measure M with the project scheduled to open between the San Fernando Valley and the Westside in 2033–2035 ($5.7 billion) and a future extension to LAX opening in 2057–2059 ($3.8 billion).

## Project Development Process

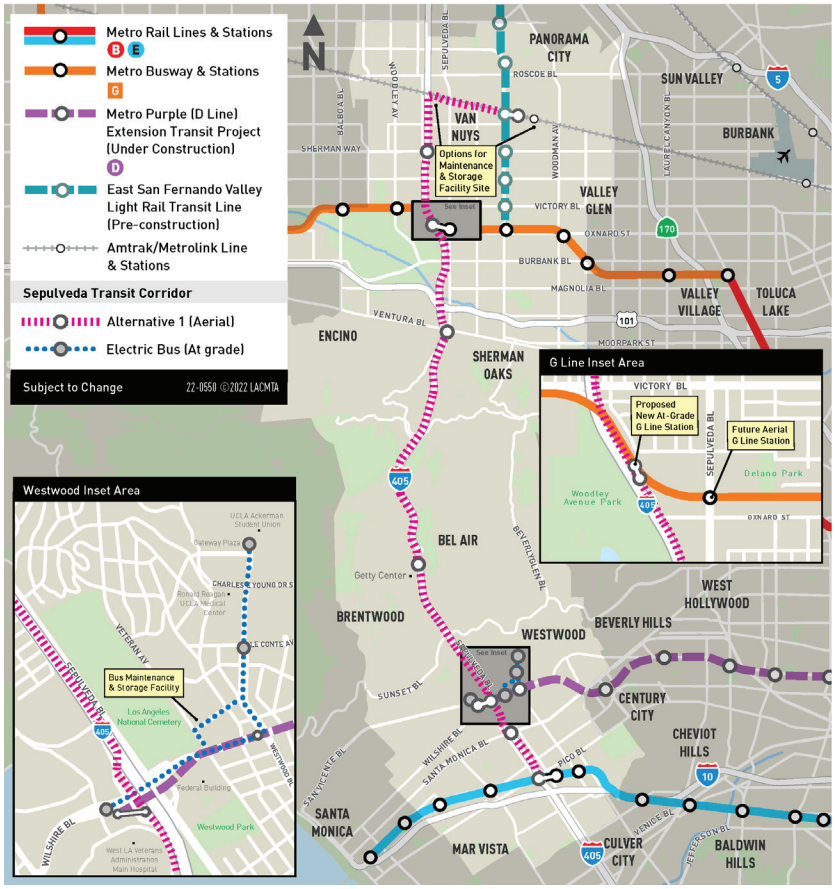
This project is currently in the planning phase. An environmental review is underway analyzing six alternatives with varying potential routes and modes. Metro is working with two private sector proposers, LA SkyRail Express (monorail) and Sepulveda Transit Corridor Partners (heavy rail), under a first-of-its-kind pre-development agreement to potentially accelerate delivery of this project.

The environmental review process began in November 2021 with a public scoping period. During this nearly three-month period, Metro heard from over 3,100 individuals and organizations providing feedback on the six alternatives presented and identifying issues and questions for the study to address during the development of the Draft Environmental Impact Report (DEIR). Metro is leading a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of diverse corridor stakeholders.

## Project Alternatives

Metro is studying six "build" alternatives, as well as the required "No-Project/No-Build" alternatives, to evaluate how well each meets the project's objectives.

## ALTERNATIVE 1




**MODE**
Automated monorail

**ALIGNMENT**
Aerial

**LENGTH (MILES)**
15.3

**# OF STATIONS**
8

**SOUTHERN TERMINUS**
Expo/Sepulveda

**UCLA CONNECTION**
Electric bus

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

> East of Van Nuys Metrolink Station

**STATIONS**
> Metro E Line/ Sepulveda

> Santa Monica Bl

> Wilshire Bl (Metro D Line)

> Getty Center

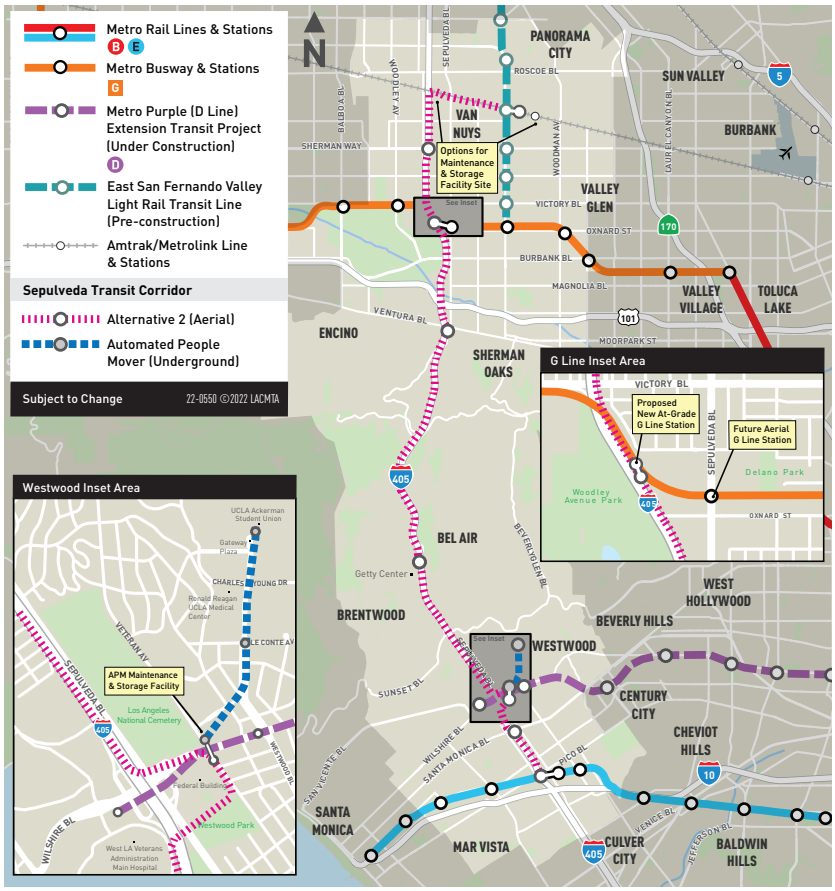
> Ventura Bl

> Metro G Line

> Sherman Way

> Van Nuys Metrolink Station

## ALTERNATIVE 2




**MODE**
Automated monorail

**ALIGNMENT**
Aerial

**LENGTH (MILES)**
15.8

**# OF STATIONS**
8

**SOUTHERN TERMINUS**
Expo/Sepulveda

**UCLA CONNECTION**
People mover

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

> East of Van Nuys Metrolink Station

**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)
16.2

### # OF 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 VC Line tracks

> East of Van Nuys Metrolink Station

### 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)
14

### # OF 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 VC Line

### 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
Underground

### LENGTH (MILES)
14

### # OF 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 VC Line

### 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)
12.6

### # OF STATIONS
7

### SOUTHERN TERMINUS
Expo/Bundy

### UCLA CONNECTION
Station under campus

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

### 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) and an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The Draft Environmental Impact Report (DEIR) will include project alternatives that represent a range of rail transit modes, alignments and station locations for addressing the transportation needs of the Sepulveda corridor. Once the DEIR is completed, it will be circulated for public comment. Then, a Locally Preferred Alternative (LPA) will be recommended to the Metro Board of Directors. After the LPA is identified, 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:**

- Air Quality
- Community and Neighborhood
- Cumulative Impacts
- Ecosystems and Biological Resources
- Energy
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- Greenhouse Gas Emissions
- Growth Inducement
- Historic, Archeological and Paleontological Resources
- Land Use and Development
- 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

## 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.

The I-405 Sepulveda Pass ExpressLanes Project will include a new overhead tolling system and signage on adjacent portions of the I-405 corridor. 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*