



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

May Community Meetings



Metro

Interpretation Available

Via Zoom

- > Click on the “Interpretation” icon
- > Pick the language you would like to listen to (Spanish)
- > Spanish translated presentation has been posted in the chat

Interpretación en español

Via Zoom

- > *Haga clic en el icono “interpretación”*
- > *Escoja la opción para escuchar en español*
- > *El enlace a la presentación en español está disponible en el “chat”*



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Metro



Meet Chief William “Bill” Scott

- Metro’s first Chief of Public Safety Department
- He is a nationally recognized public safety leader with deep LA roots is now leading Metro’s new in-house transit security department.
- From uniforms to tech to community trust, Chief Scott will build a department focused on accountability, fairness, and world-class readiness.
- Read More:
<https://bit.ly/MetroPublicSafety>





LIFE Program

Ready to go more places with Metro?

Qualifying LA County residents can enjoy 20 free rides every month on Metro or a discounted pass on another participating transit agency. Sign up now and get unlimited free rides for the first 90 days! Visit www.metro.net/life for more information.

San Fernando Valley

Subscribe to Metro's San Fernando Valley Area Project Updates by scanning the QR code or signing up at <https://bit.ly/47YKV9o>



Westside

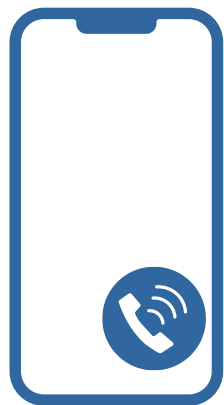
Subscribe to Metro's Westside Area
Project Updates by scanning the QR
code or signing up at
<https://bit.ly/4eHFv5y>



Today's meeting is being recorded.

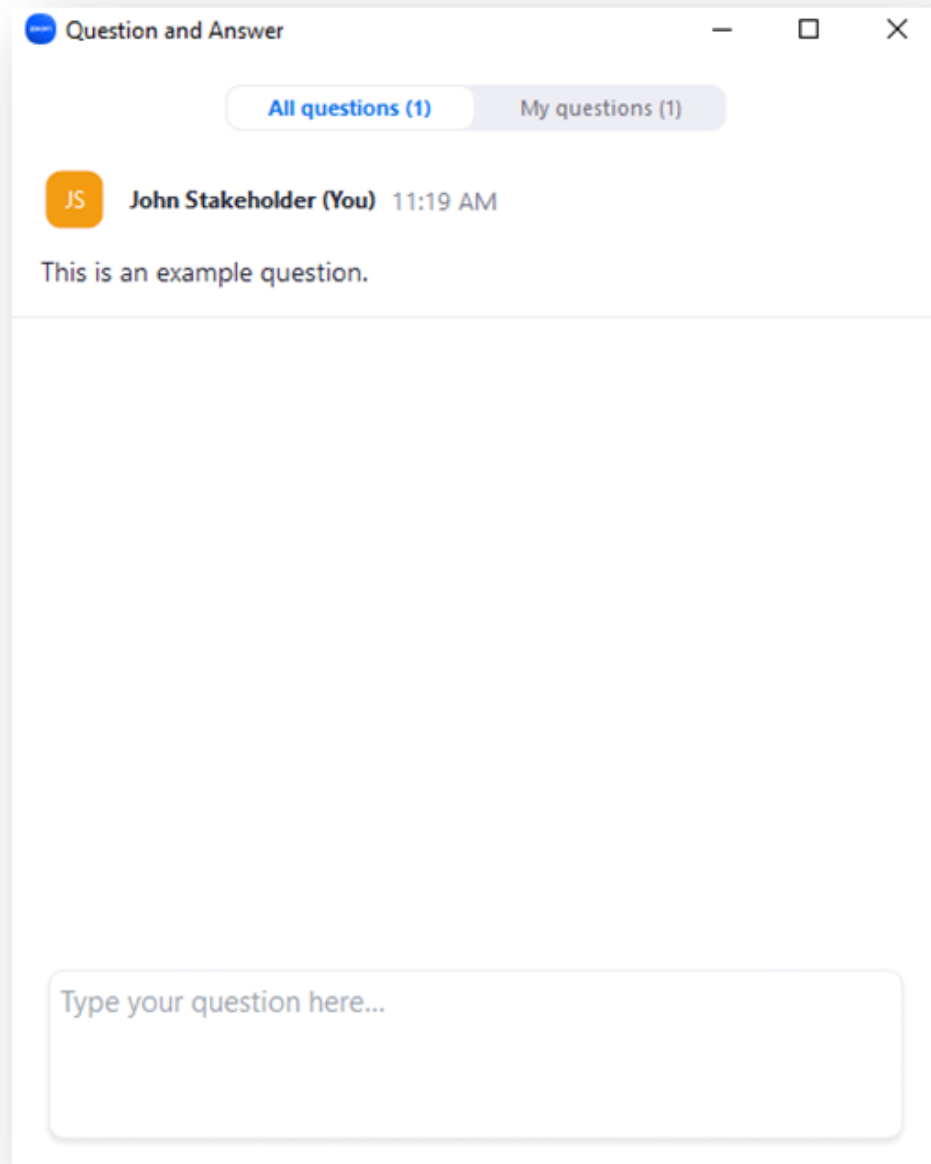


Attendee cameras are off, and microphones are muted.

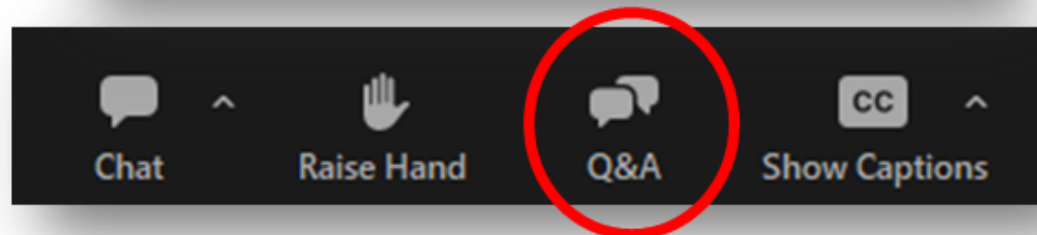


For technical support, call or text 323.917.0991

How to Submit Questions



- > We look forward to hearing from you
- > You're welcome to submit questions for the Metro team using the Q&A function in Zoom
- > We'll answer as many questions as we can in the time available, focusing on questions of broadest interest
- > All questions (including those we can't get to today) will be shared with the project team for consideration



Where do you live?

1. San Fernando Valley
2. Westside
3. Central LA/Downtown
4. South Los Angeles/Gateway Cities
5. San Gabriel Valley
6. South Bay
7. Santa Clarita/Palmdale
8. Outside of Los Angeles County

Have you participated in the project previously (attended a meeting/submitted a comment)?

1. Attended a prior meeting or submitted a comment
2. Did not participate

Today's Speakers



Stephanie Molen
Community Relations



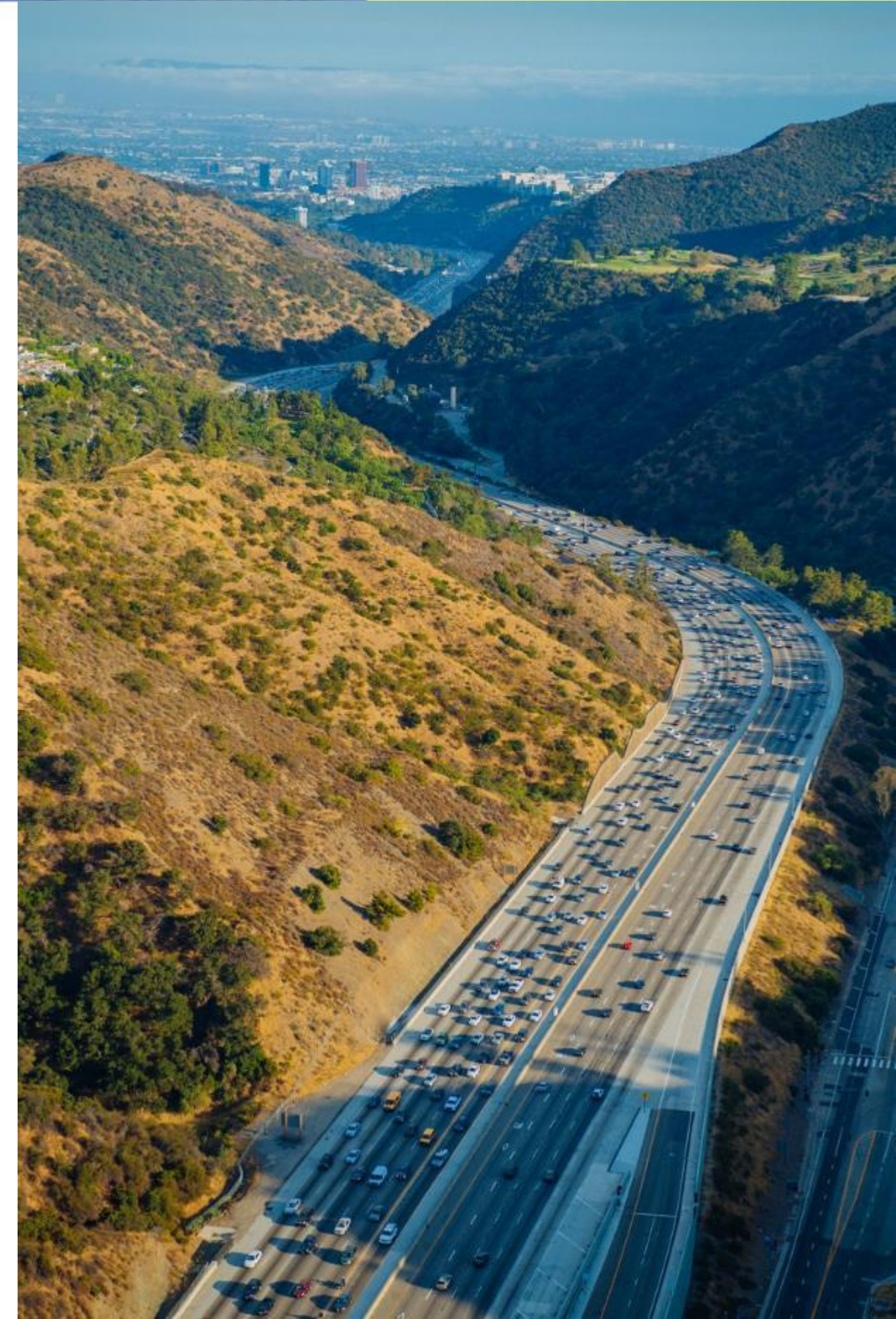
Anthony Crump
Community Relations



Cecily Way
*Countywide Planning
& Development*

AGENDA

- > Housekeeping
- > Welcome & Agenda
- > Why This Project?
- > Project Overview and Status
- > Preliminary Project Benefits
- > Preliminary Project Funding, Cost & Delivery Considerations
- > Evaluating Costs and Benefits
- > Next Steps
- > Q&A



What We've Shared & Today's Meeting

Information Previously Shared

- > Project alternatives
- > Station locations
- > Travel times (end-to-end & to key destinations)
- > Boardings (forecast boardings & boarding by alternative)
- > Decision process for elimination of Alt 2
- > Station, train and maintenance & storage facility (MSF) renderings (on Project Hub)
- > Public-Private Partnership (P3) Project Delivery Approach

Information Being Presented

- > Preliminary Costs
- > Project Benefits
- > Preliminary Project Schedule

Information Available in the Meeting Room and Online

- > Typical environmental impacts and mitigations
- > DEIR structure and process
- > How to comment on the DEIR

Why This Project?

Metro has a plan to make it easier to get around LA.
It includes creating better transit.

This project would provide a safe, fast and reliable rail transit
option between the Valley and the Westside.

Why this Project?



- > **Severe traffic congestion** on I-405 especially during peak periods.
- > Limited options for **Valley-Westside** travel.
- > A typical San Fernando Valley commuter loses **59 hours per year to traffic delays** just during the evening commute home on I-405 between Wilshire Bl and Ventura Bl*
- > **Over 400,000 weekday trips** through the Sepulveda Pass.
- > **Less than 2%** of trips in the Sepulveda Pass are made by transit.
- > Number of trips generated within the Study Area forecasted to grow by approximately 17% by 2042 and **24% by 2057**.

**According to the INRIX 2024 Global Traffic Scorecard*

Sepulveda Transit Corridor Project

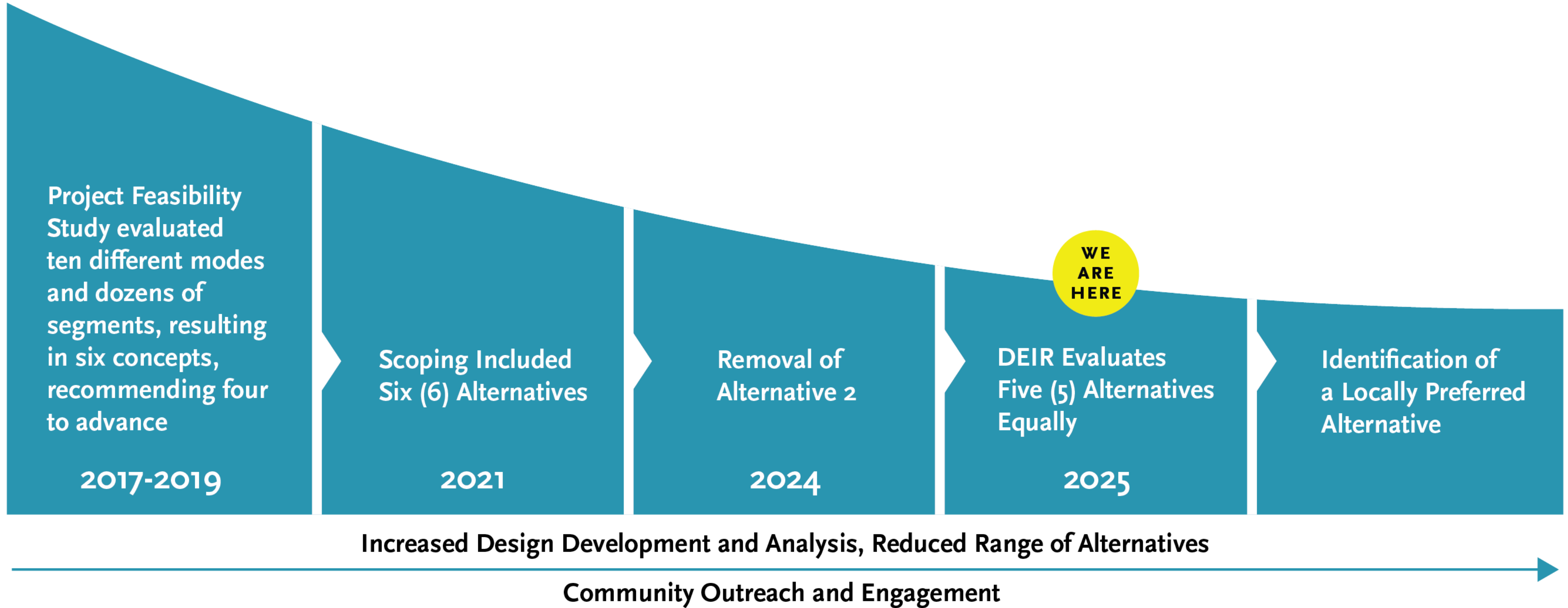


New, fast, reliable, safe rail transit service connecting San Fernando Valley & Westside

- > Northern terminus station at Van Nuys Metrolink/Amtrak Station
- > Southern terminus station at Metro E Line (Expo)
- > Maintenance & Storage Facility (MSF)
- > Connections to Metro's high-capacity transit lines:
 - East San Fernando Valley Light Rail Transit
 - Metro G Line (Orange)
 - Metro D Line (Purple)
 - Metro E Line (Expo)

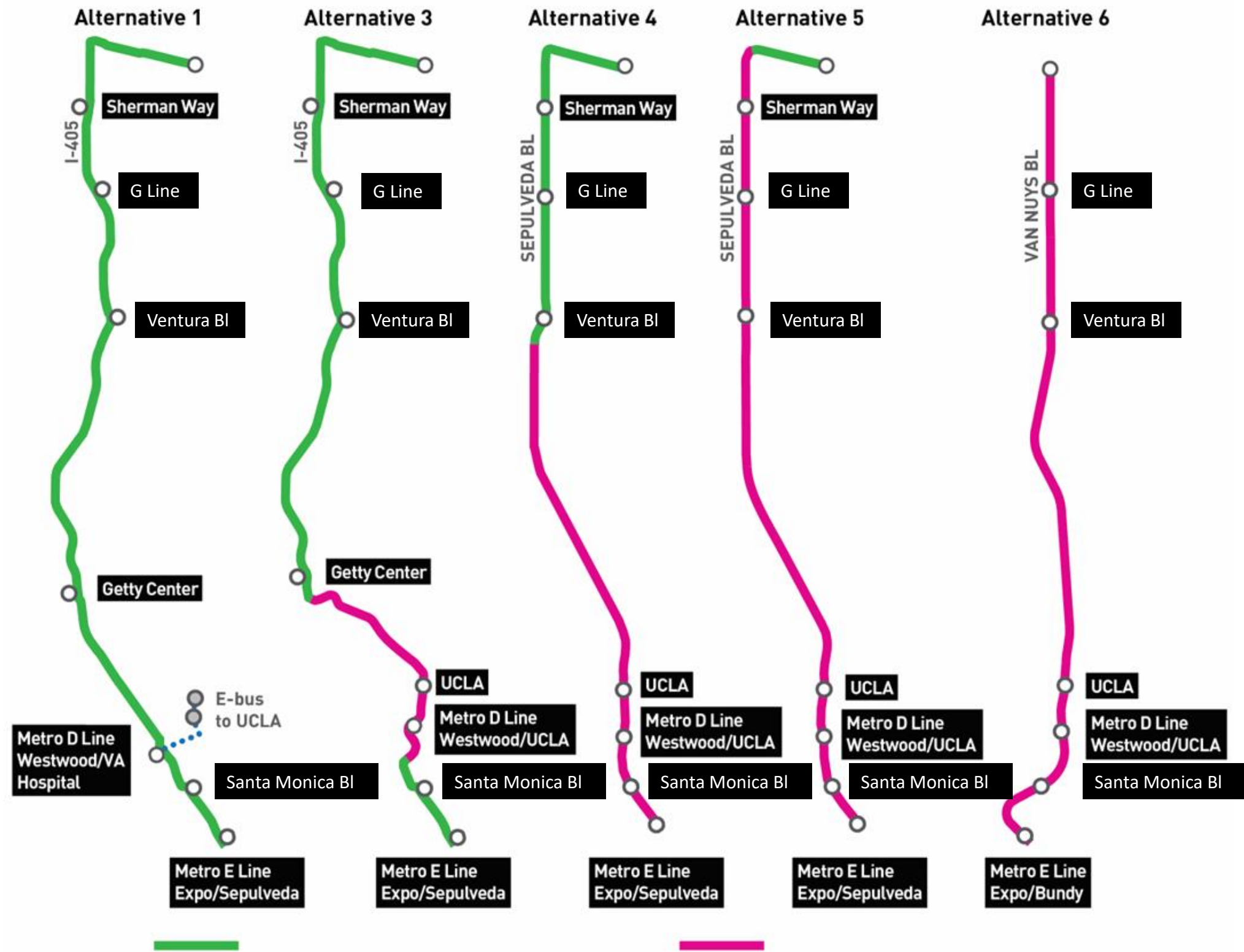
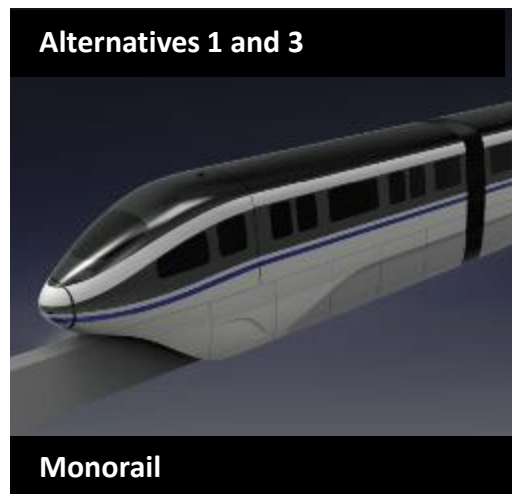
Project Overview & Status

Evolution of Alternatives

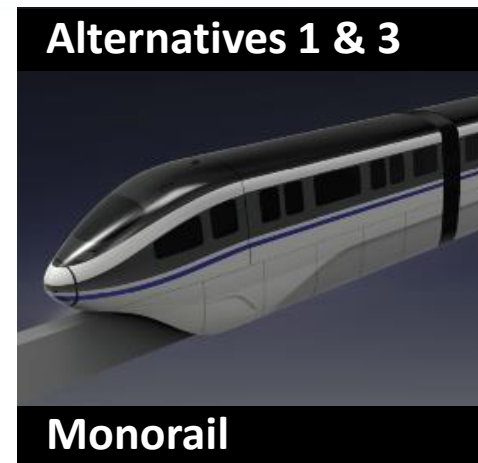


Overview of Alternatives

- > All alternatives connect Van Nuys Metrolink Station in San Fernando Valley to Metro E Line on Westside
- > Alternatives 1, 3, 4, and 5 have southern terminus station at Expo/Sepulveda; Alternative 6 has southern terminus station at Expo/Bundy
- > The alternatives include different stations and station locations



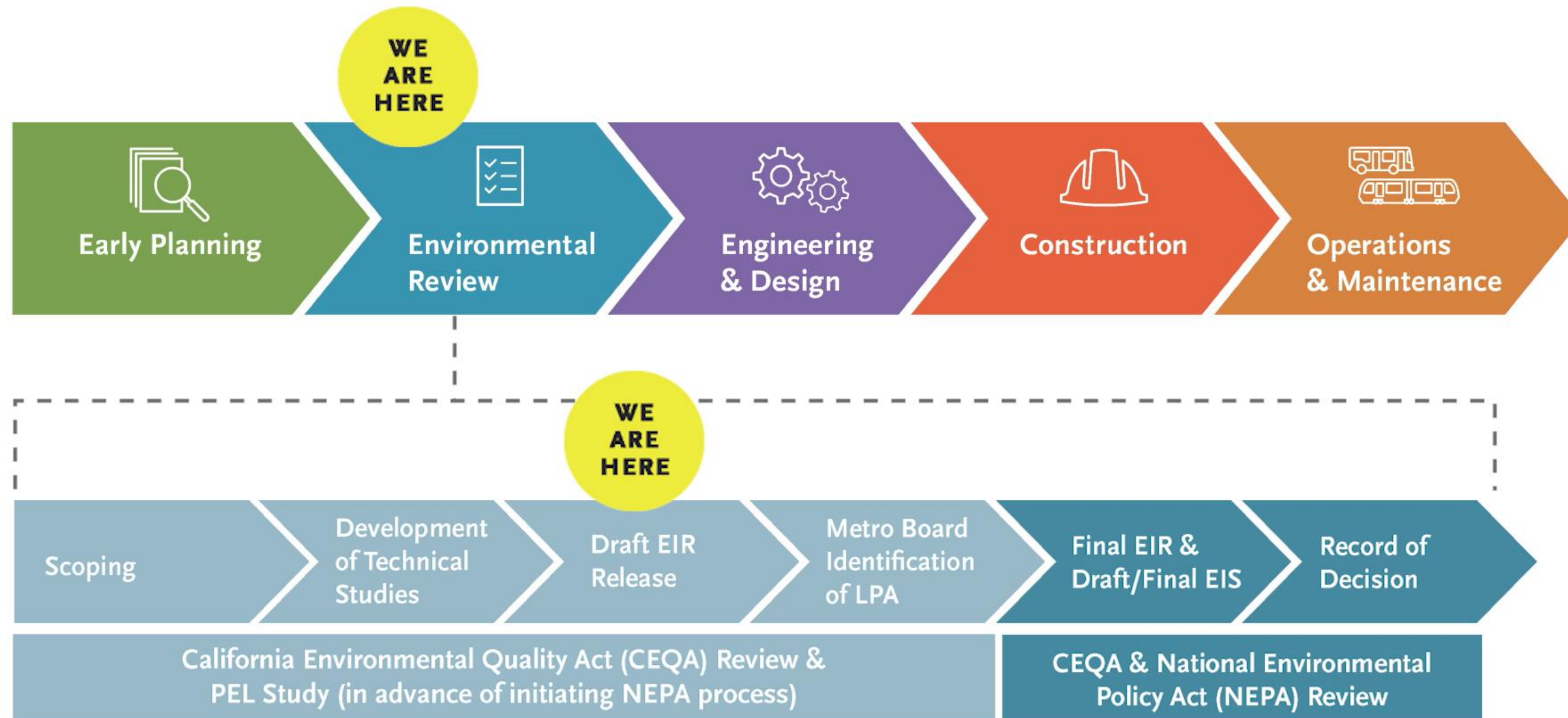
Comparison of Alternatives



	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
Connection to UCLA	Electric Bus	Station under campus	Station under campus	Station under campus	Station under campus

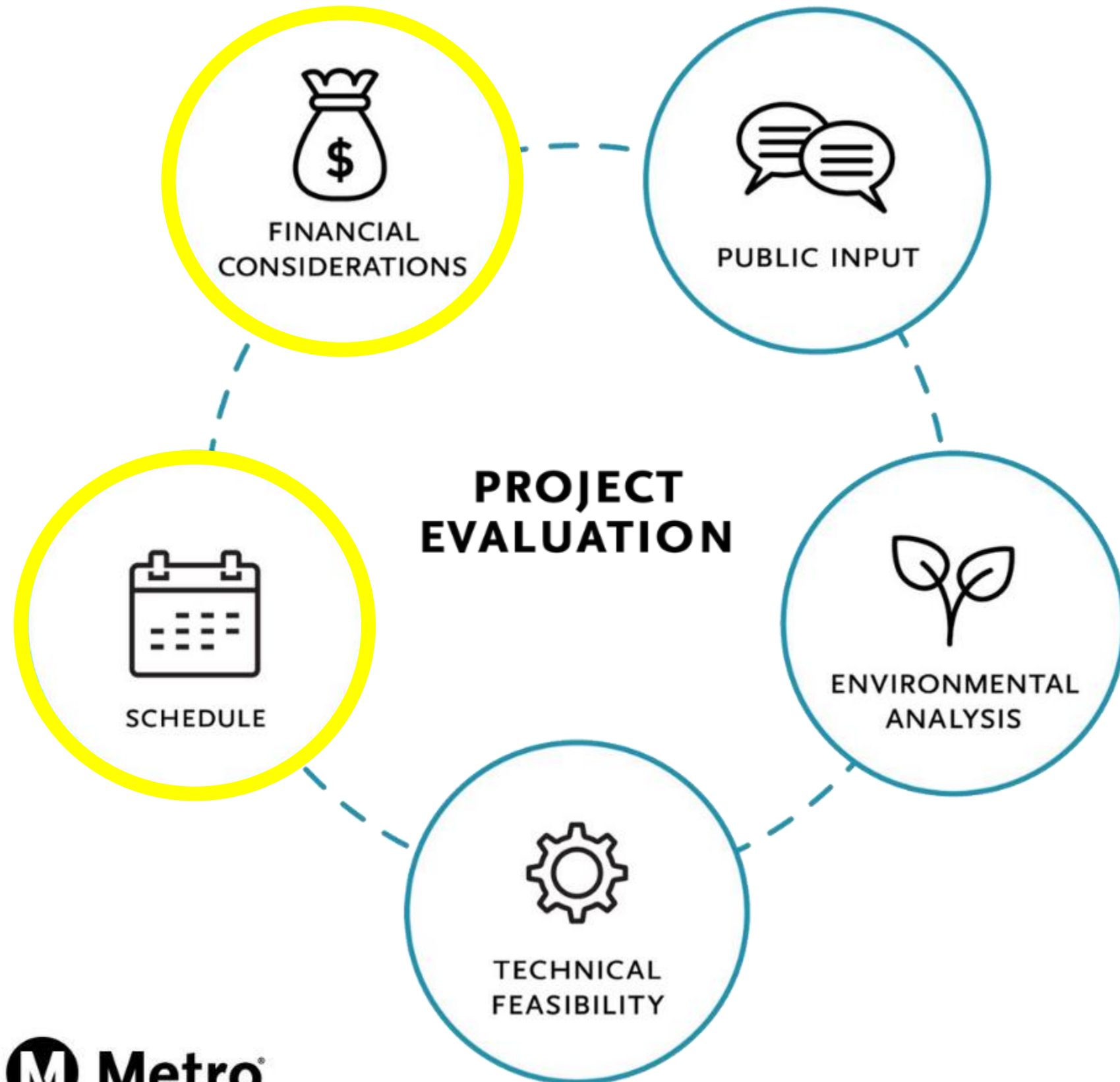
*Alternative 1 also includes an E-bus between the Metro D Line Westwood/VA Hospital Station and UCLA Gateway Plaza.

Environmental Review Process



- > Metro is preparing the Draft Environmental Impact Report (DEIR) on all alternatives consistent with the California Environmental Quality Act (CEQA)
- > After public review of the DEIR, Metro Board will consider identifying a Locally Preferred Alternative (LPA)
- > Next, the Final EIR and NEPA review will complete environmental phase

Project Evaluation



As Metro evaluates the project, there are a variety of factors taken into consideration, including the **benefits of each alternative** and **how they meet project goals**, such as improving mobility.

Key elements being reviewed today:

- > **Project benefits:** This includes time savings, improving access and creating connections.
- > **Financial considerations:** This includes costs to build, operate and maintain project
- > **Schedule:** This includes timing to plan, design, build and test project before service begins

Preliminary Project Benefits

Project Benefits: A Fast & Reliable Alternative

Getting from Van Nuys Metrolink Station to Metro E Line

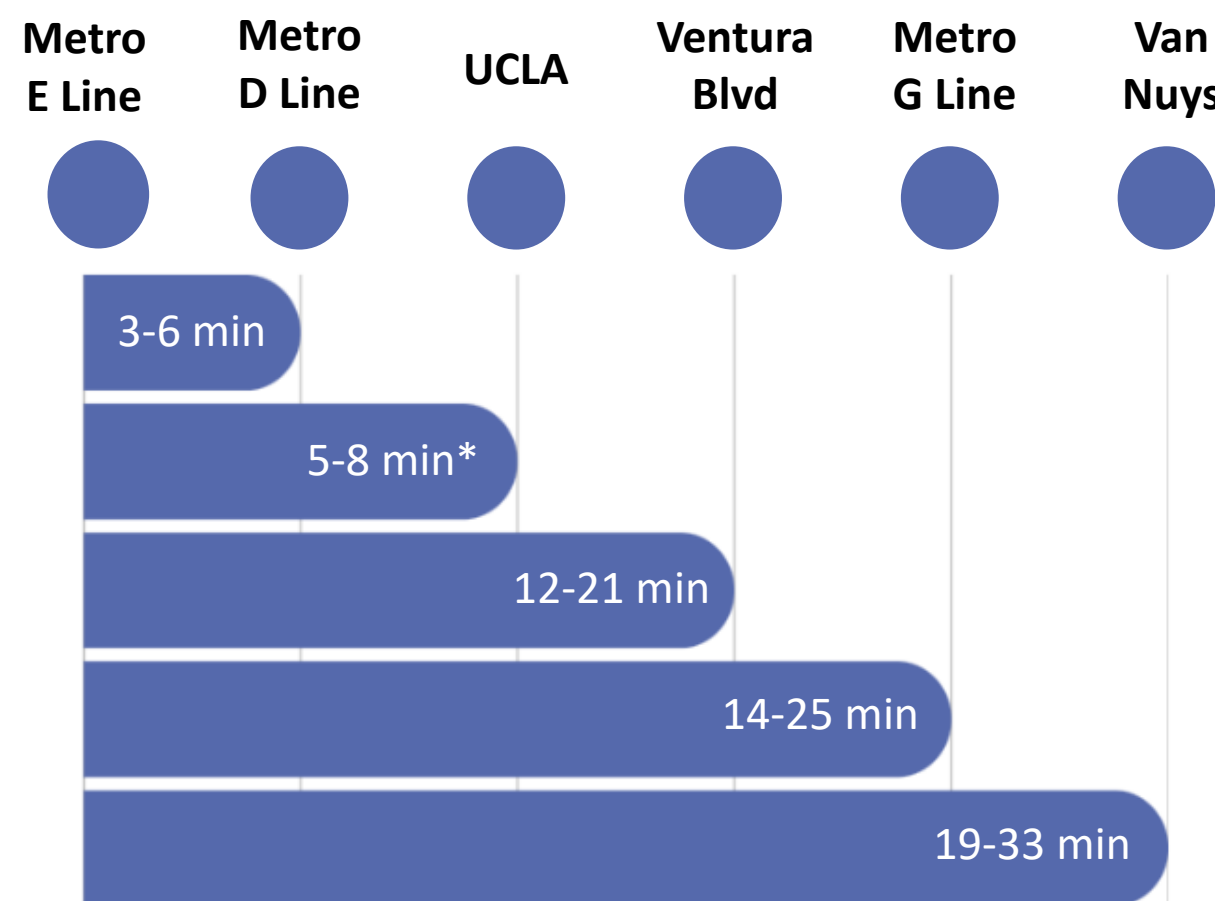
By Car
40-80 minutes
 Unreliable due to traffic

By Rail
18-33 minutes
 Predictable

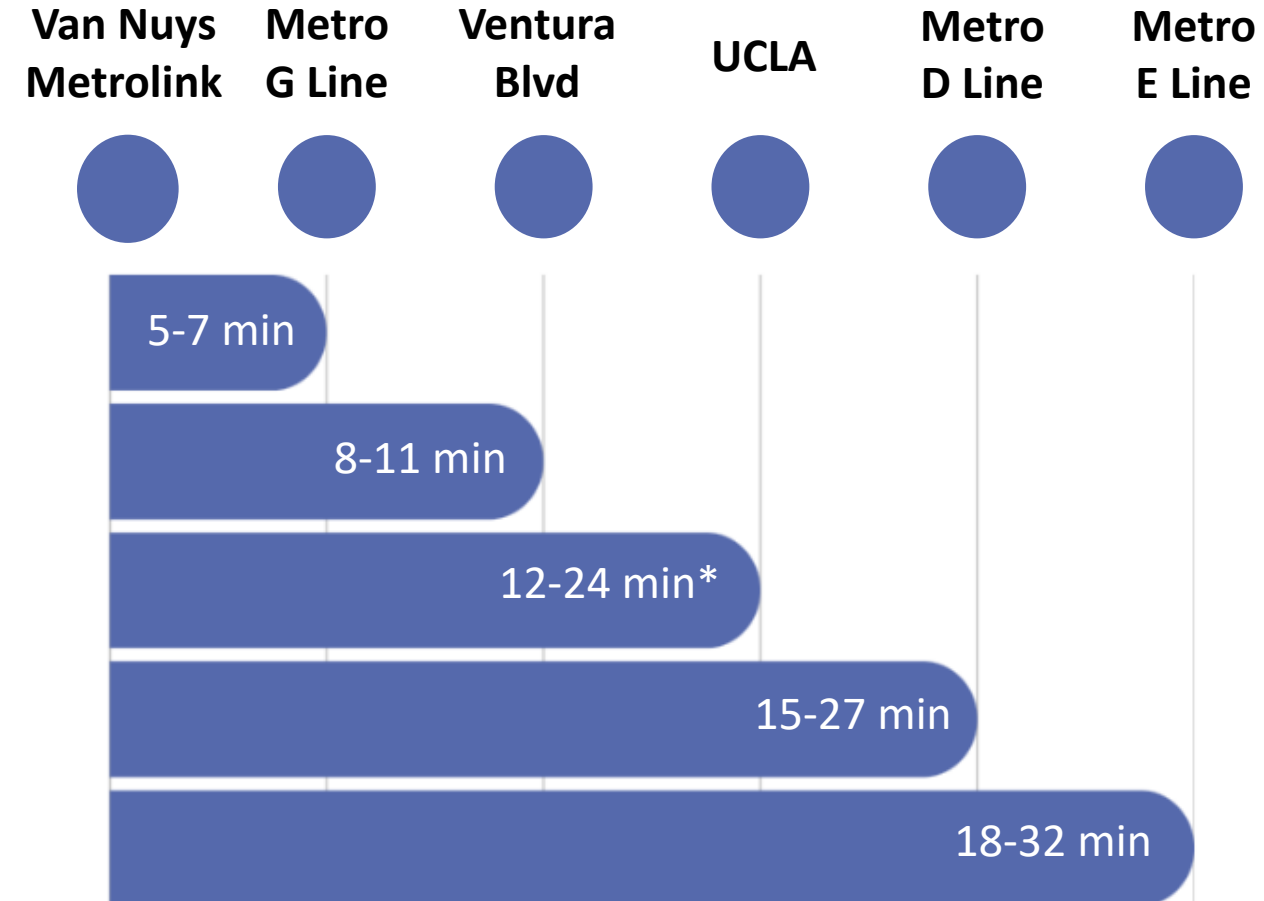
Cuts travel time in half for some trips

RAIL TRAVEL TIMES

Metro E Line to...

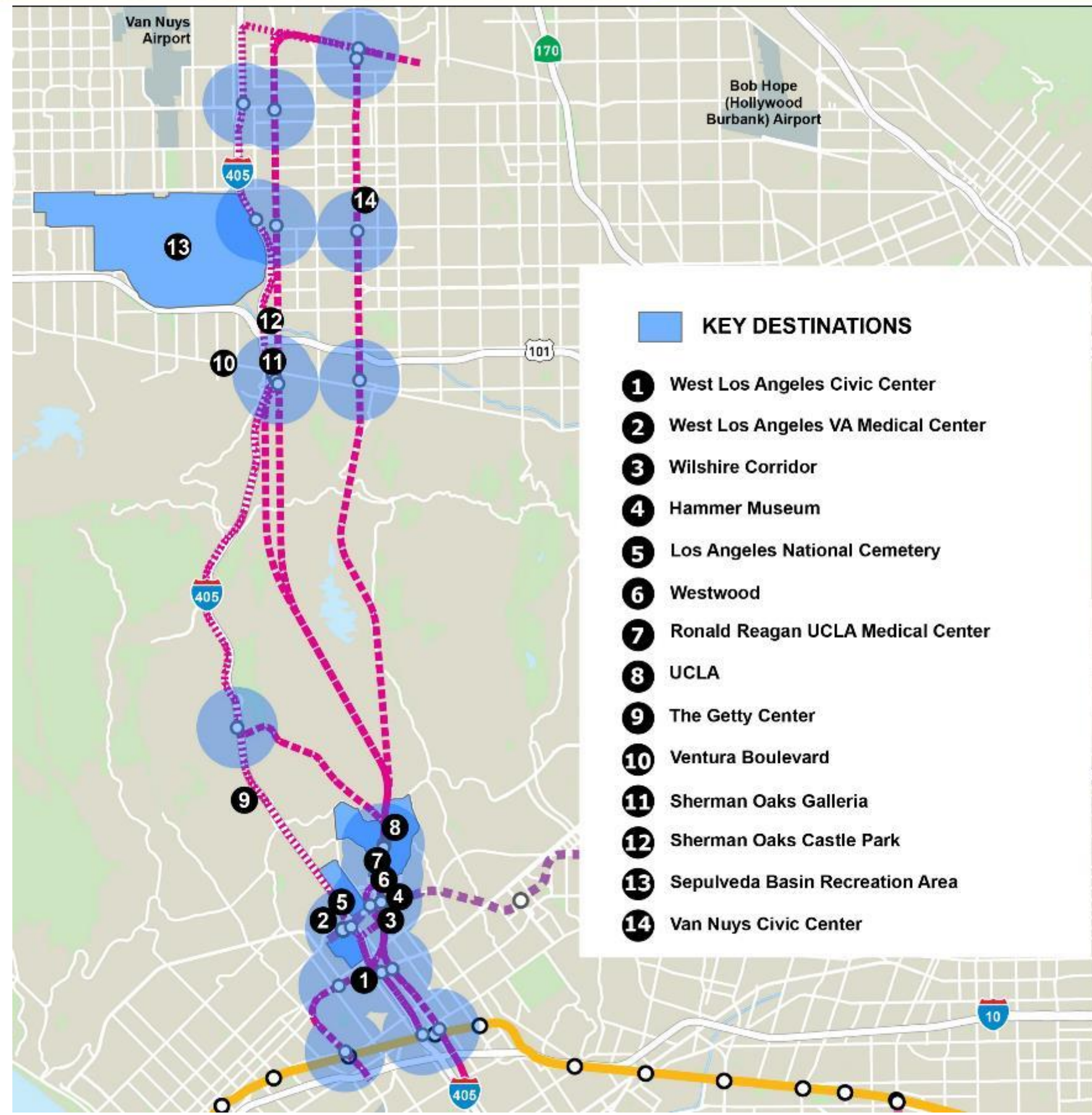


Van Nuys Metrolink to...



* Does not include e-bus travel time to UCLA for Alternative 1

Project Benefits: Connecting to Major Destinations



- KEY DESTINATIONS**
- 1 West Los Angeles Civic Center
 - 2 West Los Angeles VA Medical Center
 - 3 Wilshire Corridor
 - 4 Hammer Museum
 - 5 Los Angeles National Cemetery
 - 6 Westwood
 - 7 Ronald Reagan UCLA Medical Center
 - 8 UCLA
 - 9 The Getty Center
 - 10 Ventura Boulevard
 - 11 Sherman Oaks Galleria
 - 12 Sherman Oaks Castle Park
 - 13 Sepulveda Basin Recreation Area
 - 14 Van Nuys Civic Center

Project Benefits: Connecting to Major Destinations

Fast, reliable trip to destinations across the Westside

From Van Nuys Metrolink Station to	Current Travel Time by Car (AM Peak) <i>Google Maps</i>	Projected Travel Time by Rail (all alternatives)
UCLA (Gateway Plaza)	40-90 minutes	12-39 minutes
Century City (D Line Station)	35-85 minutes	25-36 minutes
Downtown Santa Monica (E Line Station)	45-100 minutes	32-50 minutes



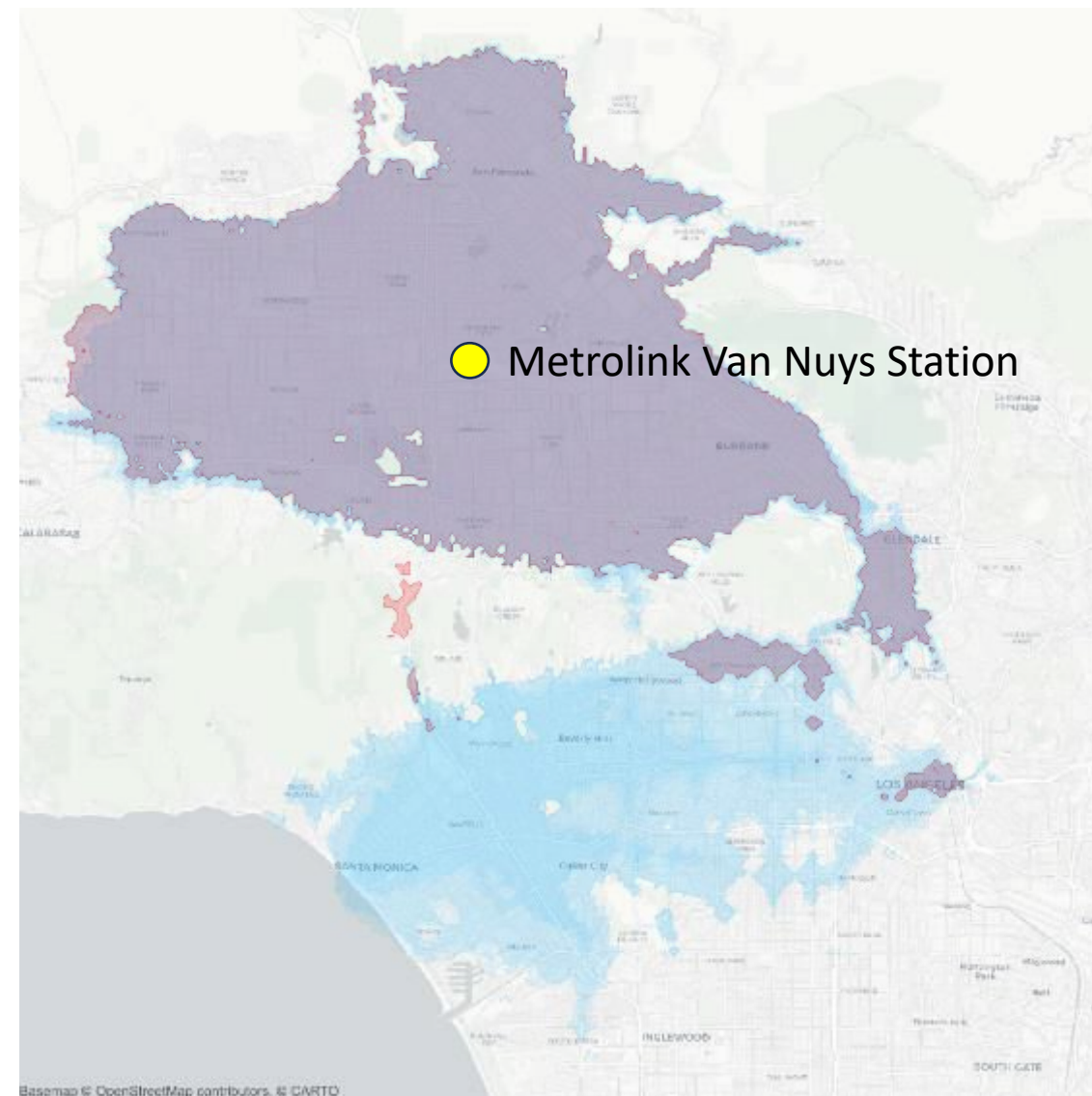
Projected rail travel times account for transfers, including distance and peak period frequency

Project Benefits: Providing Regional Access

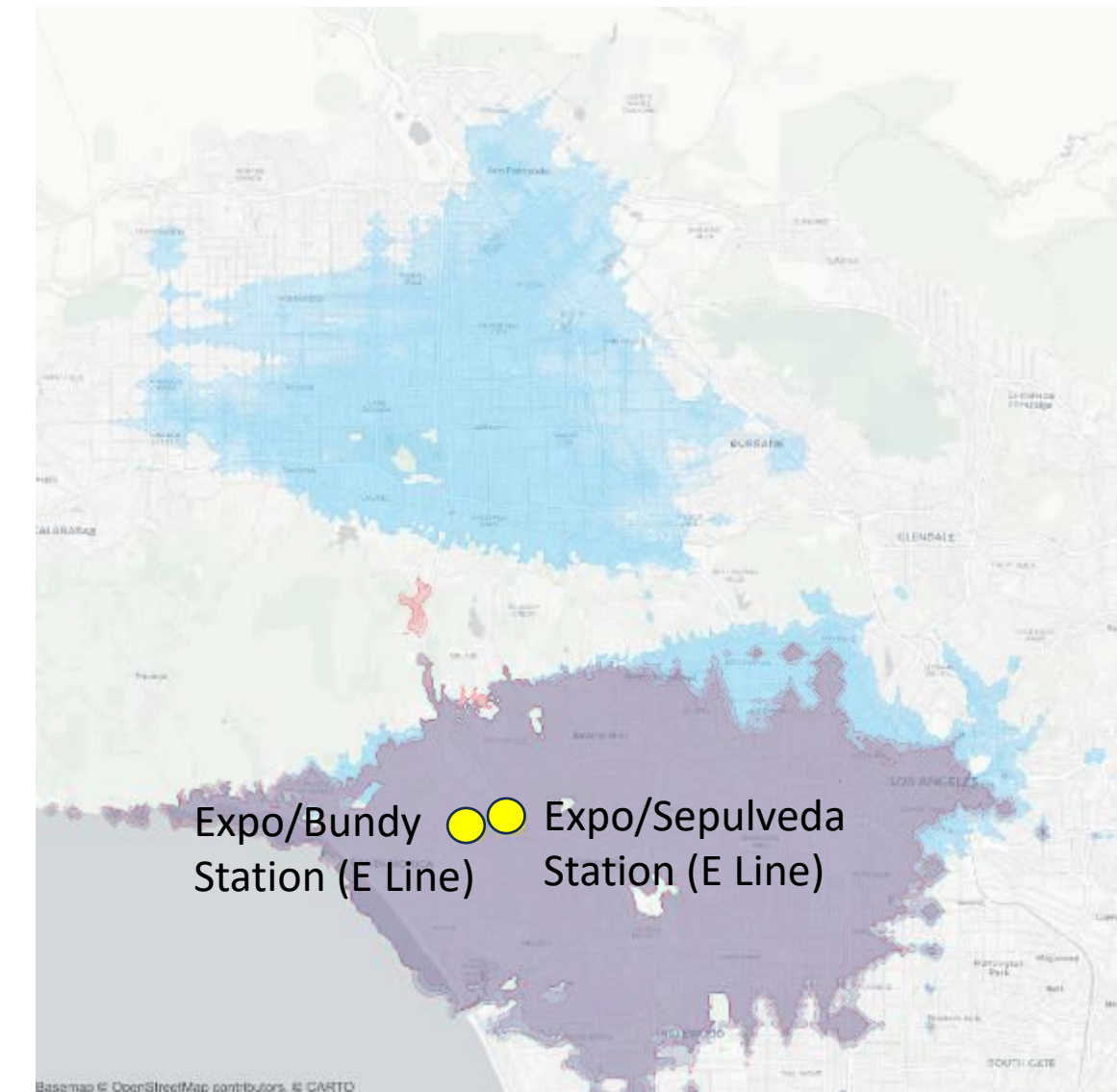
Greatly increases access between Valley & Westside: All in less than an hour on transit!

Before the Project Added with the Project

- > 1.8 million people live in San Fernando Valley
- > About 500,000 jobs on Westside
- > About 86,000 commute to UCLA each day



Areas Accessible from Metrolink Van Nuys Station in less than 1 hour on transit



Areas Accessible from Expo/Bundy or Expo/Sepulveda Station in less than 1 hour on transit

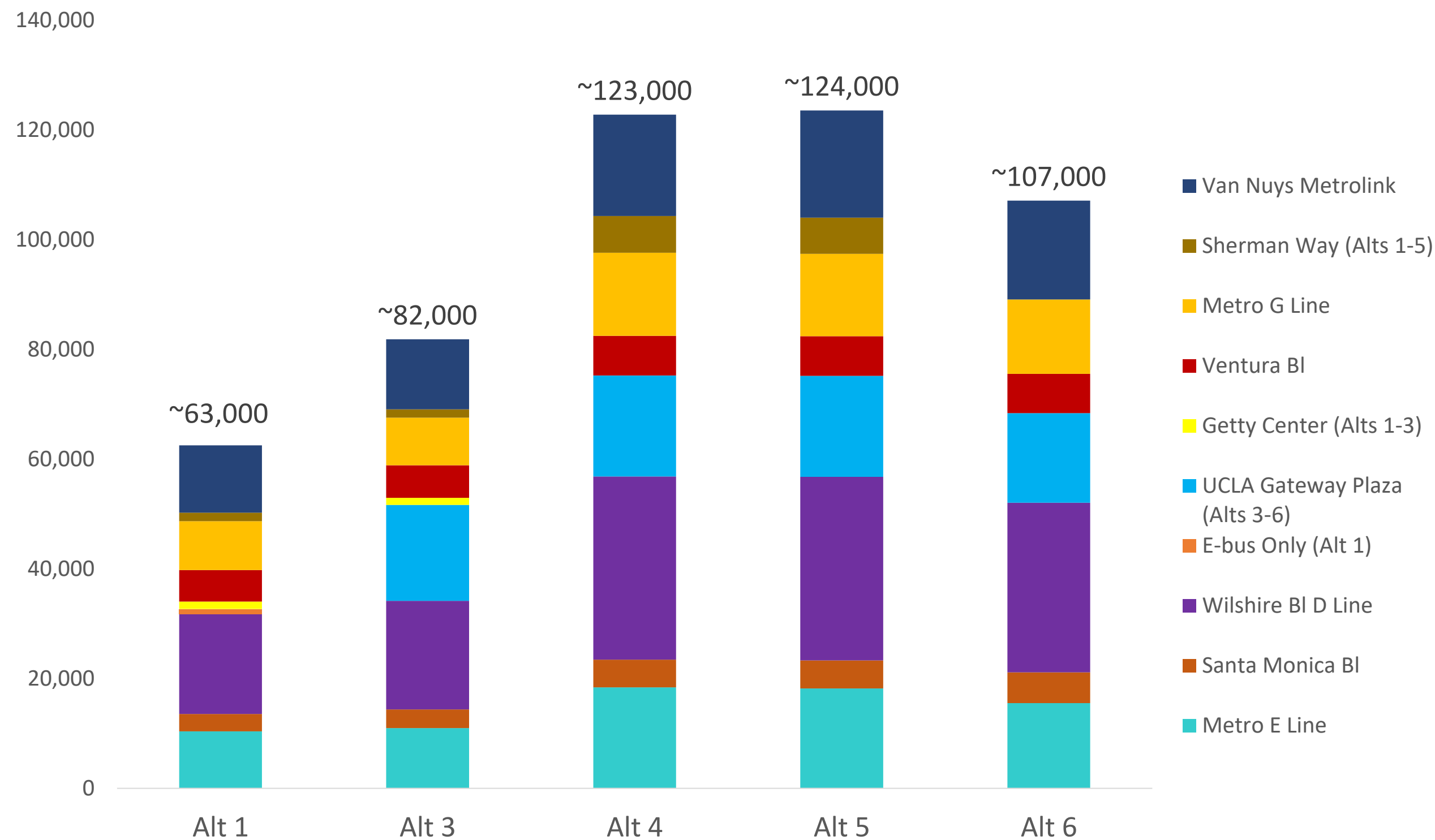
Project Benefits: Connect the Transit Network

- > Better connections means people can get where they need to go
- > Metro has made substantial investments in transit
- > Major gaps remain that – if filled – would fully realize benefits of existing and under construction lines
- > Improve return on investments that have already been made



Project Benefits: Increase in Transit Ridership Results in Health & Environmental Benefits

- > Fewer people driving means improvements to:
 - Air quality
 - Health
 - Traffic
 - Traffic safety
- > All alternatives perform similar to or better than Metro's busiest rail lines today
- > Wilshire Blvd/D Line Station busier than today's 7th & Metro in DTLA
- > UCLA Station becomes Metro's busiest non-transfer station



Project Benefits: Building for the Future

- > All alternatives **accommodate** about **12,000 people per hour** or more in each direction during rush hour
- > **Less than that many cars** cross the Sepulveda Pass **on the 405** in the peak hour in the peak direction **today**
- > **Demand** to cross the Sepulveda Pass will only **continue to grow**
- > A fast, reliable alternative for the future; adding capacity to the overall transportation network



Preliminary Project Funding, Cost and Delivery Considerations

Preliminary Capital Cost Estimates (at 15% Design)



With a public-private partnership (P3) delivery, capital costs are divided into three types:

- **P3 Developer Managed**
 - Construction – Materials, labor and equipment
 - Vehicles – Monorail or heavy rail vehicles
 - Final design and project management
- **Metro Managed**
 - Right of Way (ROW) – Property acquisitions, easements, temporary use
 - Project oversight from initial planning through operations
- **Contingency**
 - Based on current preliminary level of design (~40% of other costs, based on federal guidance)

*For Alt 6, all costs would be managed by Metro, not a developer

Numbers may not sum due to rounding



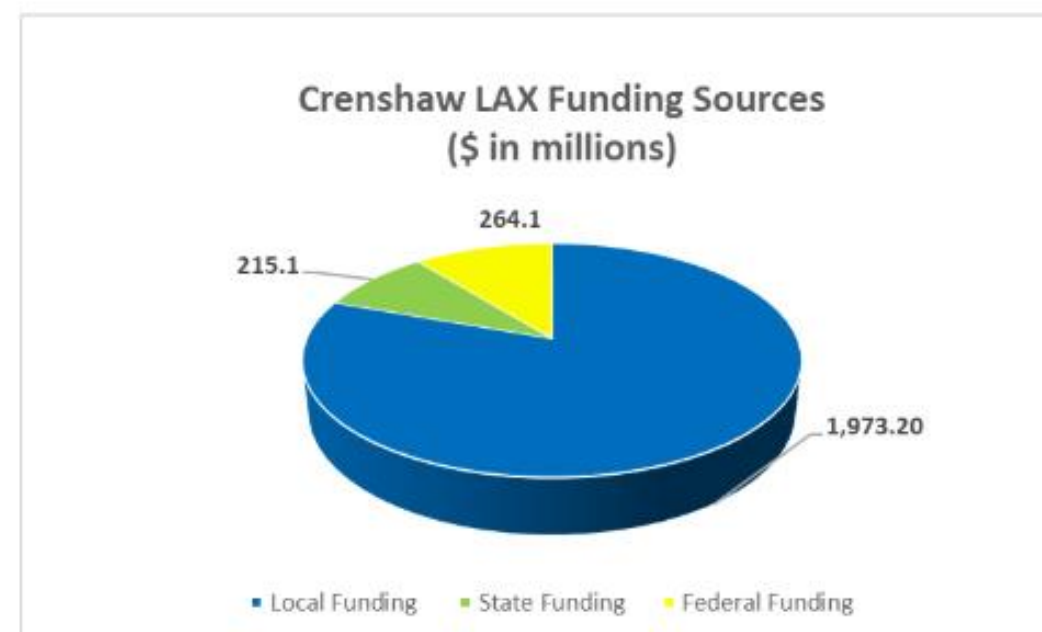
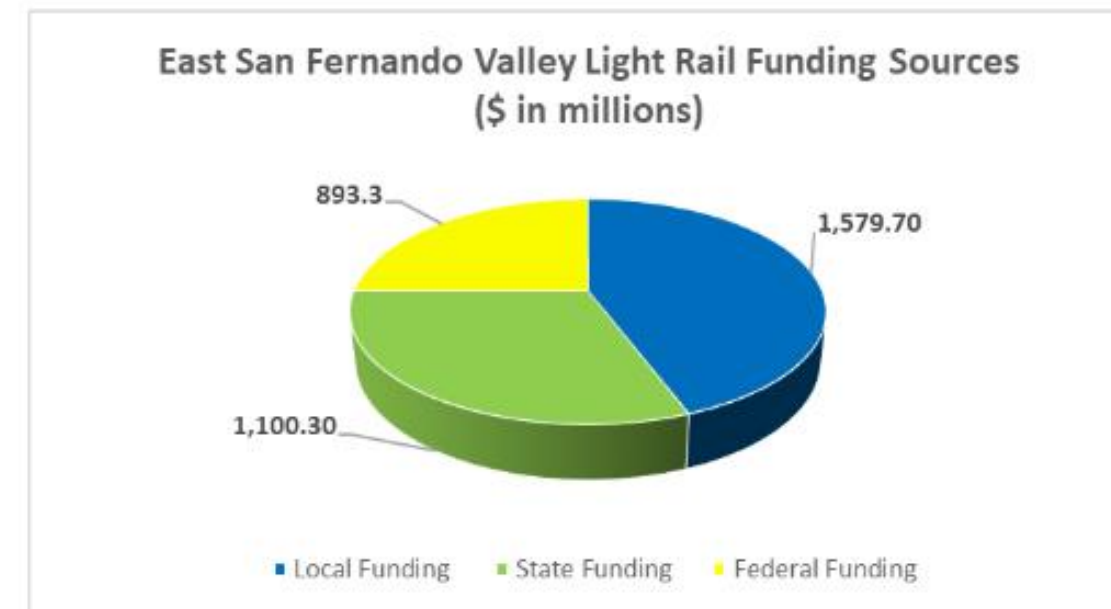
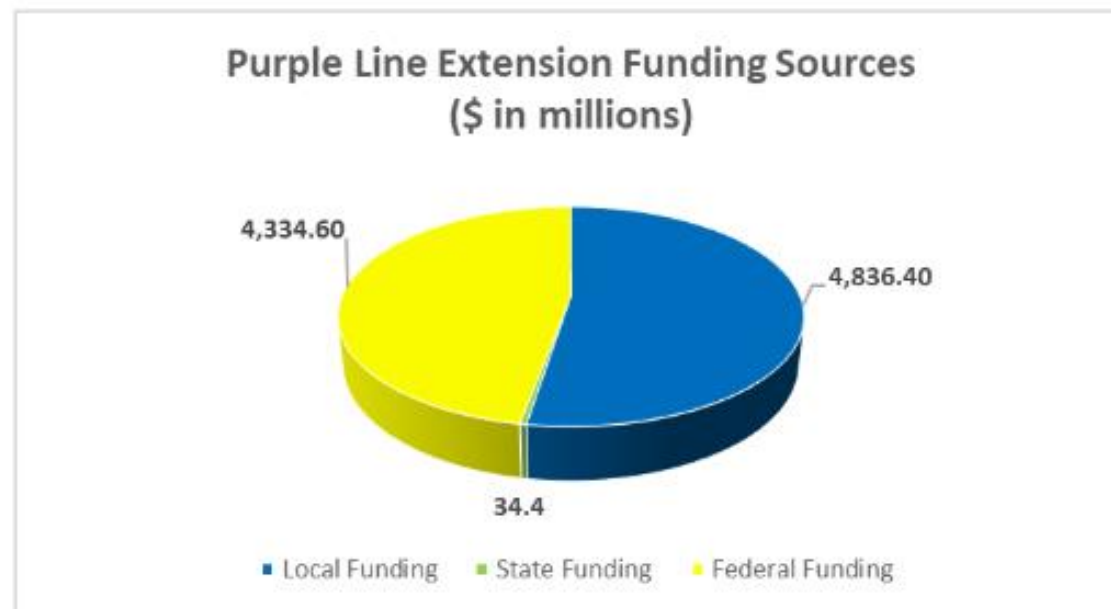
How to Deliver the Benefits

- > Obtaining funding
- > Funding, financing and delivery approaches
- > Preliminary cost and schedule
- > Cost and risk reduction strategies



How Transit Funding Works

- > Funding for Metro projects come from a **range of local, state and federal sources**
- > Non-local funds are secured **after environmental process**
- > Each project is different and includes different **mix of funding sources**



Funding, Financing & Delivery Approaches

- > Measure M Expenditure Plan identified **\$5.7 billion** (2015 dollars), included by both San Fernando Valley and Westside subregions
- > Project expected to be **competitive** for federal and state grants due to:
 - High project ridership
 - Local contribution
 - Significant time savings
- > **Private sector interest and commitment** with two P3 teams actively pursuing opportunity to design, construct, operate, maintain and finance project

Sepulveda Transit Corridor Funding Sources

Existing Local
Measures

State Grants

Federal Grants

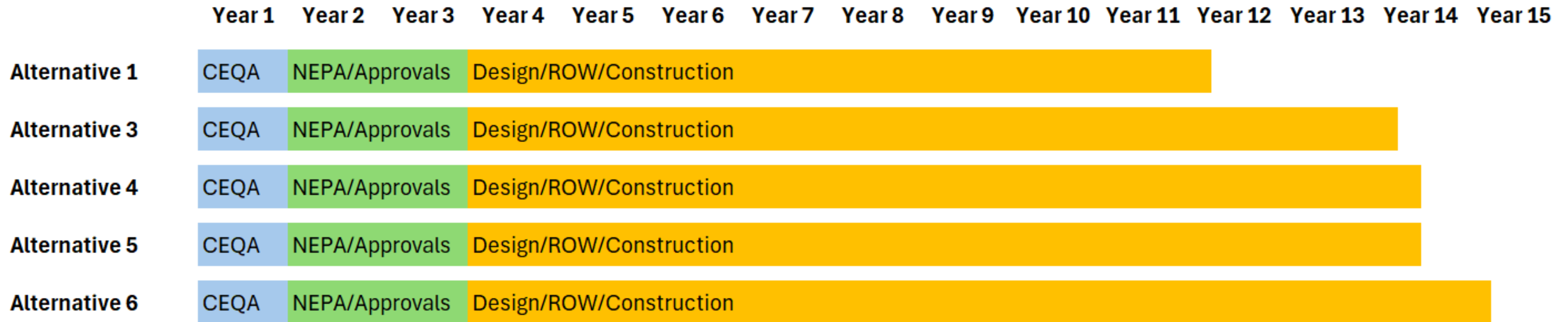
Private Investment

Preliminary Operations & Maintenance Costs

- > Operations and maintenance costs include:
 - **Staff** required to operate and maintain the line, including safety and security resources
 - **Energy** required to power the project in operation
 - **Materials** required for regular maintenance of all project elements, including stations, vehicles, systems and tracks
 - Vehicle and station **cleaning**
 - Does **NOT** include debt repayment costs if part of project funding and financing strategy

	Alternative 1	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Annual Operations and Maintenance Costs (2023\$)	\$131M	\$130M	\$147M	\$148M	\$157M

Preliminary Project Schedule



- > Funding plan and updated construction schedule will be prepared after Metro Board identifies a Locally Preferred Alternative (LPA)
- > Project schedule is not limited by project funding or approvals

Cost & Risk Reduction Strategies

- > Project is at **early phase** of design (~15%) and refinements will be made
- > Focus going forward on **cost and risk reduction and management**
- > **Value Engineering**
 - Provide similar or same benefits for reduced cost
 - Identify scope elements to change or remove which provide cost savings
- > **Phasing**
 - Construct new transit lines incrementally
 - Example: D (Purple) Line Extension



Cost & Risk Reduction Strategies: P3

Metro is assessing Public-Private Partnership (P3) delivery

P3s have been used **around the world** to:

Leverage specialized knowledge

Allocate risk

Tap into innovative solutions

Improve service delivery

Access private financing

> Partnership with private sector across **multiple phases of project delivery**

> **P3 Innovations** for Sepulveda Transit Corridor

- Integration of construction contractor early in process, when critical planning, design and engineering decisions can have the greatest possible impact
- New construction, rail and infrastructure technologies
- Station design and construction efficiencies
- Design refinements to reduce right-of-way requirements

Evaluating Costs & Benefits

Metro's Cost Benefit Analysis Approach

- > **Evaluation of costs** is important for decision-making, but NOT required as part of California Environmental Quality Act (CEQA) environmental analysis
- > Cost information at this **early stage** is preliminary and based on conceptual designs
- > February 2025 Metro Board motion to develop cost-benefit analysis framework for Metro capital projects
- > For cost benefit analysis, examples of benefits quantified include:
 - Travel time savings
 - Air quality
 - Safety
 - Reliability
 - Health
 - Journey quality
 - Economic

Metro will include cost and cost-benefit analysis in LPA decision-making process

Preliminary Cost Benefit Approach

Preliminary Cost Benefit Framework based on Metro Board Motion

Quantified costs and benefits – and ratio between them – will be incorporated into information **to support** potential Metro Board **identification of a Locally Preferred Alternative (LPA)**



FEDERAL CRITERIA
(Highly Prescribed)

Safety
Travel Time Savings
Operating Cost Savings
Emissions Reduction
Health Benefits



STATE CRITERIA

Accessibility
Journey Quality



BOARD CRITERIA

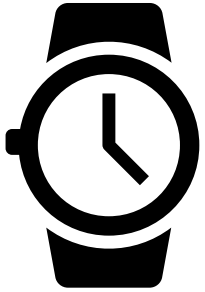
Community Benefits
System/Network Benefits
Economic Benefits
(National, State, Local)
Equity
Property Values



COST

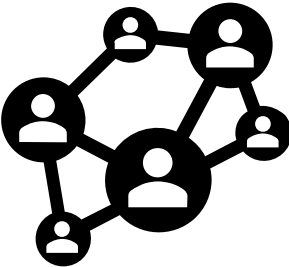
Capital
Operating & Maintenance

Preliminary Benefit Summary



Future riders will **save time**

By Car	By Rail
40-80 minutes Unreliable due to traffic	18-33 minutes Predictable



All alternatives **expand mobility** with a **safe, fast and reliable** rail option

63,000 - 124,000
daily riders



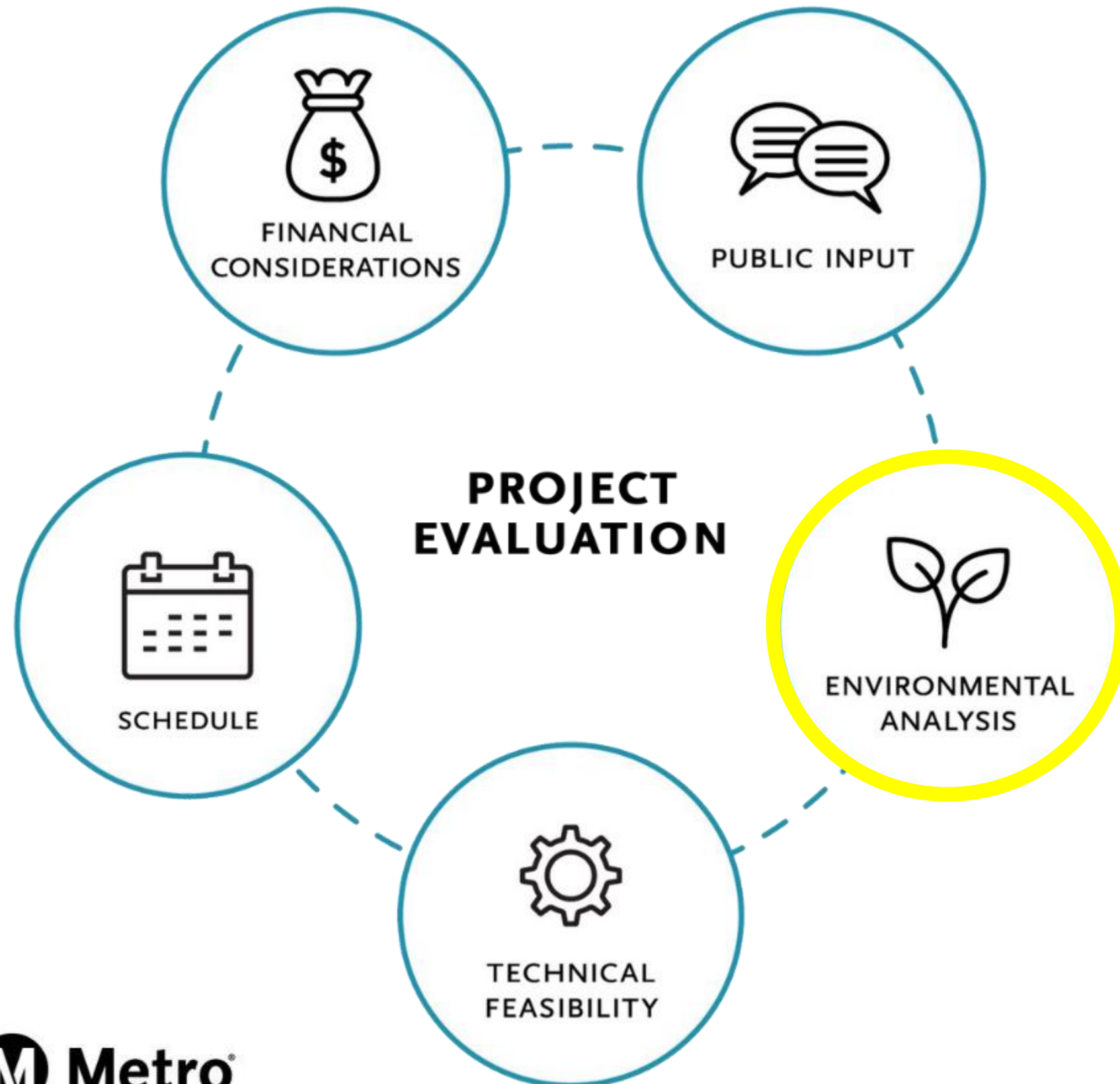
Traffic will only get worse

By 2042	By 2057
17% growth in trips	24% growth in trips



Next Steps

Project Evaluation: Environmental Analysis



Environmental analysis (Draft EIR) will:

- > Evaluate potential impacts of construction, operation and maintenance
- > Identify cumulative impacts of project on the environment
- > Identify and assess potential mitigation measures to address potentially significant impacts

Immediate Next Steps

- > Release of the Draft EIR
- > Draft EIR comment period

DEIR Information Sessions

- > Open House
- > Presentation (Overview of DEIR)
- > Q&A Session
- > Written public comments accepted

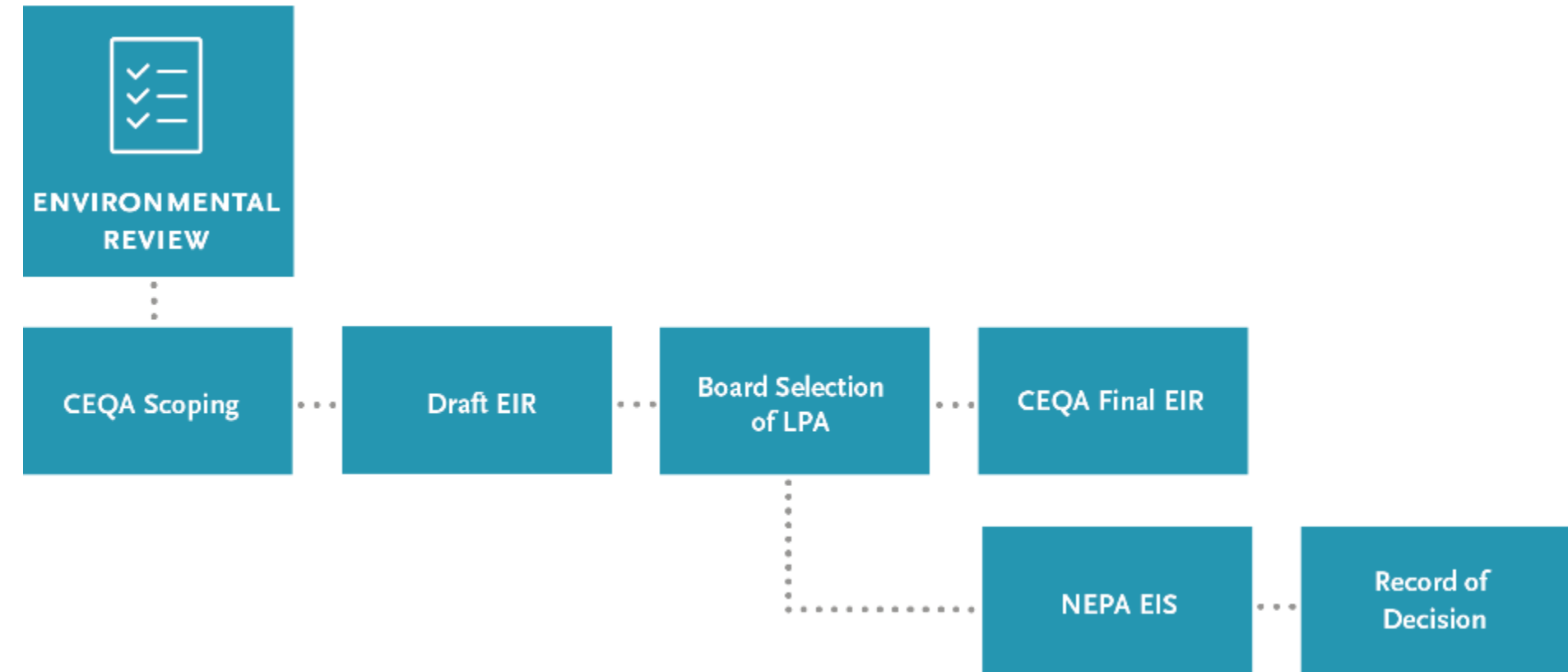
DEIR Public Hearings

- > Presentation (Overview of DEIR)
- > Verbal public comment accepted*
- > Written public comment accepted

** Court reporter will be present*

Longer-Term Next Steps

- > Review of comments received on DEIR
- > Board identification of **Locally Preferred Alternative (LPA)**
- > Design advancement of LPA considering:
 - **Comments** received on DEIR
 - **Cost and risk reduction** strategies
- > Development of:
 - **Final EIR**
 - **Draft/Final EIS**
 - **Funding Plan**
- > Delivery method evaluation

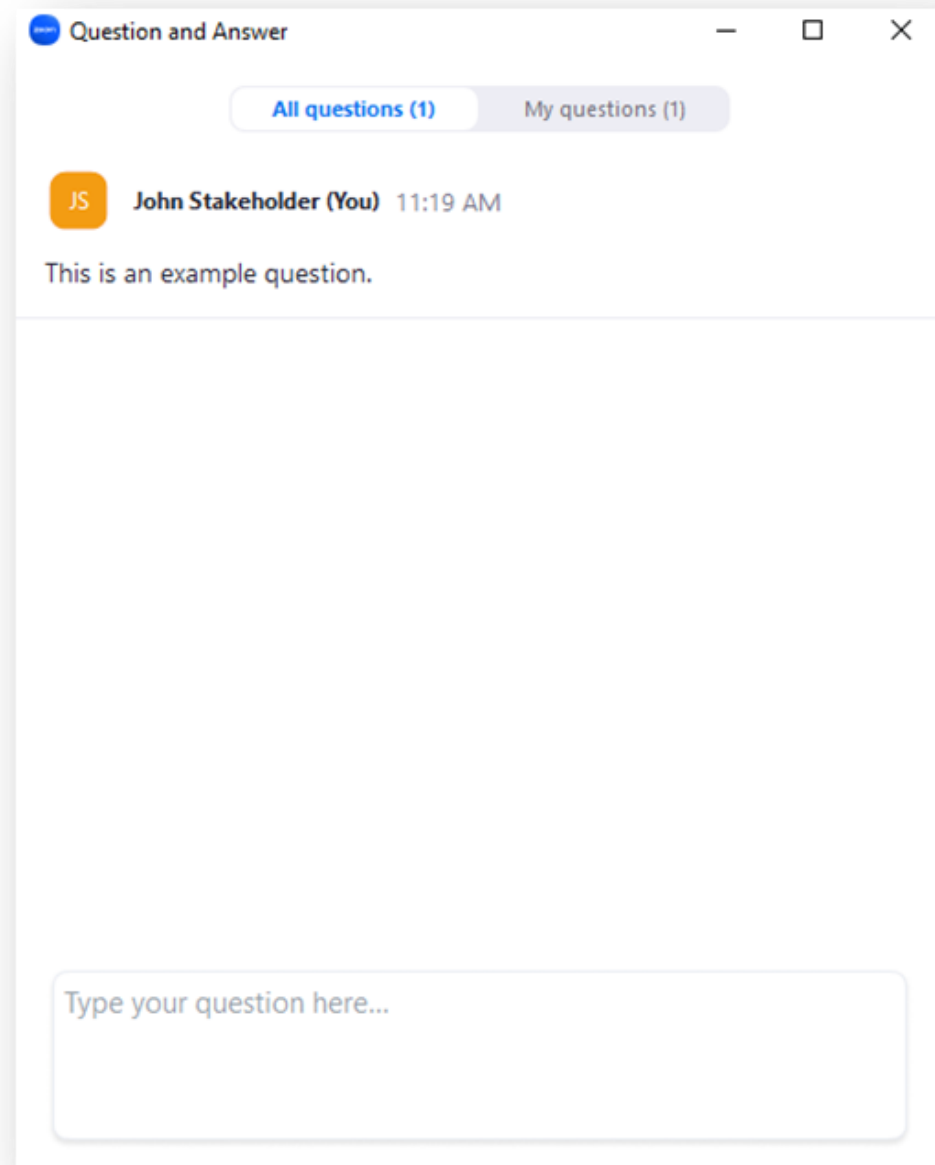


Questions & Answers

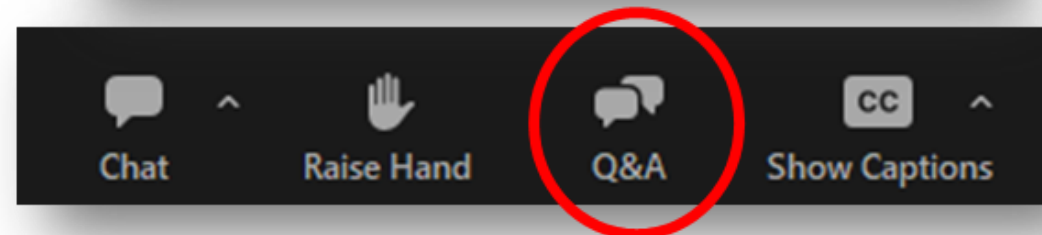


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***Thank you for joining us!
Please stay connected!***

Stay Connected



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