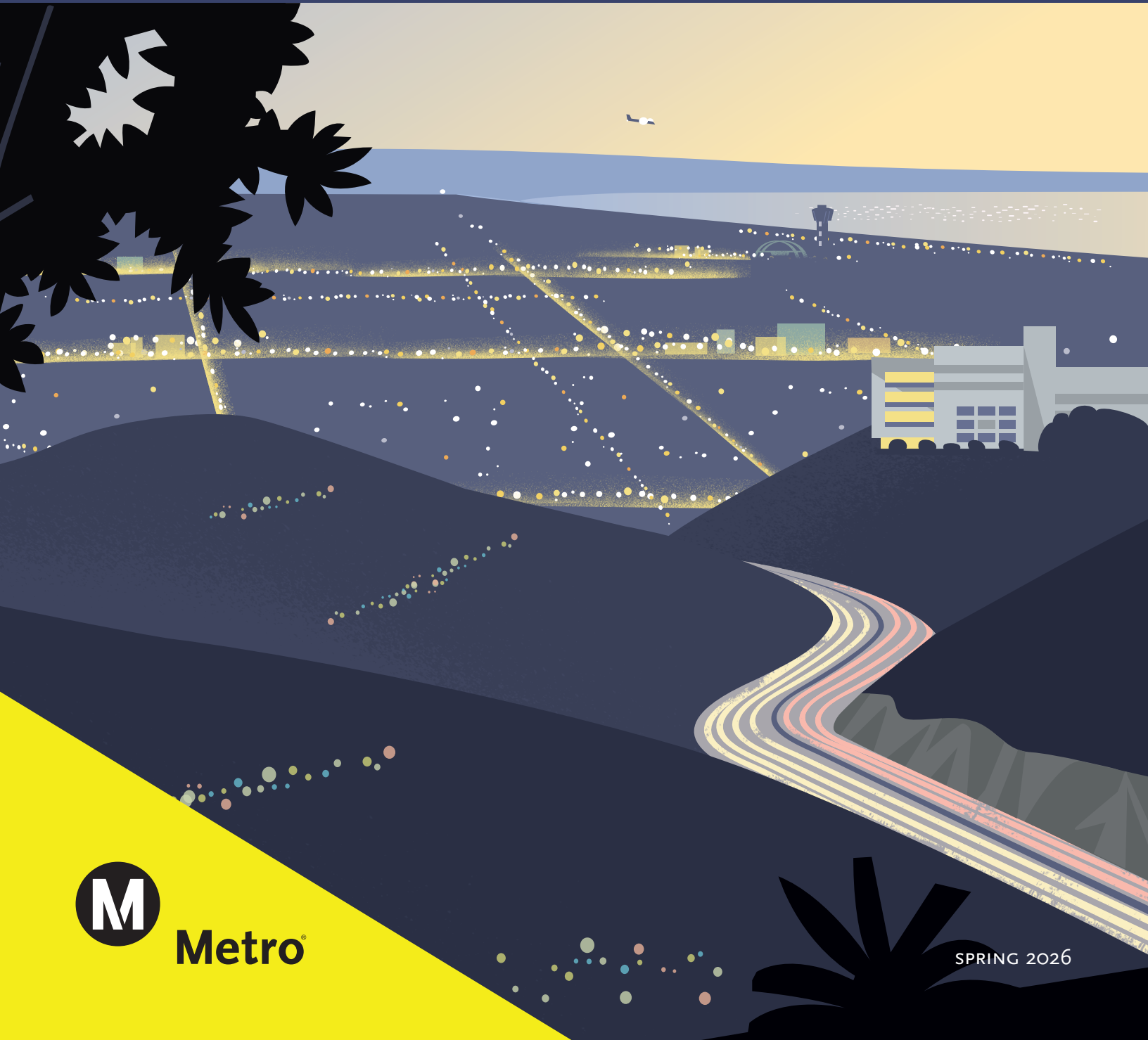


We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR

Fact Sheet



Overview

Metro has a plan to make it easier to get around.

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles, connecting residents in the San Fernando Valley to the Westside's bustling employment hubs and cultural landmarks. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. With over 400,000 trips crossing the Sepulveda Pass each day, the I-405 is one of the most congested corridors in the country and transit service is limited.

Metro is conducting an environmental review for the Sepulveda Transit Corridor Project, which will create a safe, fast and reliable rail transit alternative connecting the San Fernando Valley and the Westside.

Project Benefits

The Sepulveda Transit Corridor Project would:

- > **Connect the San Fernando Valley**, where more than 1.8 million people live, **and the Westside and its many destinations and job centers**, including Century City, Westwood and UCLA. Each day 86,000 students, faculty, staff, and visitors travel to the UCLA campus, and more than 50,000 people work in Century City.
- > **Link to existing and under-construction transit lines** to improve accessibility and mobility by providing a north-south link between major transit lines, including the Metrolink Ventura County Line, the Metro East San Fernando Valley Light Rail Line, and the Metro D, E and G Lines.
- > **Expand mobility** with a safe, fast and reliable rail option that could attract more than 100,000 daily riders.
- > **Save time for residents** by offering a trip from the Van Nuys Metrolink to the E Line (Expo) that would take approximately 20 minutes consistently by transit, as compared to 40 to 80 minutes by car and is unreliable due to unpredictable traffic conditions.
- > **Provide mobility options** that would reduce vehicle miles traveled, reducing air pollution.
- > Result in people who would otherwise drive using transit, leading to **improved safety and reliability on roads and highways, improved emergency access in canyons, and opportunities for congestion reduction** through the I-405 corridor.

Project Development Process

This project is currently in the planning phase. Metro published a Draft Environmental Impact Report for the project during the summer of 2025, which resulted in over 8,000 comments from the community and other stakeholders. Overall, since this phase began in 2021, Metro has hosted 30 in-person and online meetings and has received approximately 15,000 comments and input.

In January 2026, the Metro Board of Directors unanimously selected the Locally Preferred Alternative (LPA), an underground heavy rail line between the Van Nuys Metrolink Station and E Line Expo/Sepulveda Station that will connect to the G Line on Van Nuys Bl. Metro is working to advance environmental approvals, design and development of the LPA.

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.

Locally Preferred Alternative (LPA)

The LPA includes high ridership, high frequencies and direct connections to Metro's growing transit network.

The LPA addresses many of the key themes voiced by the community and stakeholders in comments received on the Draft Environmental Impact Report, including:

- > Fast travel times
- > Seamless connection to other transit lines
- > Station locations that connect to key destinations
- > Cost-effectiveness
- > No ventilation shaft in the Santa Monica Mountains
- > No aerial alignment along Sepulveda Bl in the San Fernando Valley
- > Interest in an on-campus UCLA station

The LPA features automated vehicles in a single-bore tunnel, a terminus at the E Line Expo/Sepulveda Station and 2.5-minute frequencies during peak travel times.



MODE: Automated heavy rail

ALIGNMENT: Underground

LENGTH (MILES): Approximately 12 miles

OF RAIL STATIONS: 7

SOUTHERN TERMINUS: Expo/Sepulveda

UCLA CONNECTION: Station under campus

RAIL STATIONS

- > Van Nuys Metrolink Station
- > Metro G Line
- > Ventura Bl
- > UCLA Gateway Plaza
- > Metro D Line
- > Santa Monica Bl
- > Metro E Line

Project Phasing

The LPA includes an approach to project phasing, specifically an Initial Operating Segment (IOS) between the San Fernando Valley and the Westside. An IOS between the Metro D Line and Metro G Line facilitates connections to the rest of the transit network and provides an alternative to the I-405 through the Sepulveda Pass.

Most rail lines in Los Angeles have been built in phases. Project phasing allows for incremental investment so that available funds can be used to deliver initial mobility benefits earlier.

Next Steps

With the LPA now approved, staff can begin refining the project's design and delivery, including:

- > Defining an updated maintenance and storage facility approach
- > Identifying value-engineering opportunities
- > Further assessing a Public-Private Partnership (P3) delivery approach
- > Refining design elements to improve connectivity, including the G Line interface in Van Nuys
- > Evaluating project phasing to allow for mobility benefits to be realized as funds become available

The environmental review process will continue, along with ongoing community outreach and additional opportunities for public input.

Funding

The Measure M Expenditure Plan identified \$5.7 billion for Valley-Westside. Metro anticipates the need for additional funding and financing for the project, including from federal, state and local sources, as well as potential private financing.

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 multiple 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.

CONTACT US

Metro invites you to stay involved and share your feedback.

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