

We're exploring alternatives to the 405.



SEPULVEDA TRANSIT CORRIDOR PROJECT

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”*

Today's meeting is being recorded.



Attendee cameras are off, and microphones are muted.



For technical support, call or text 323.917.0991

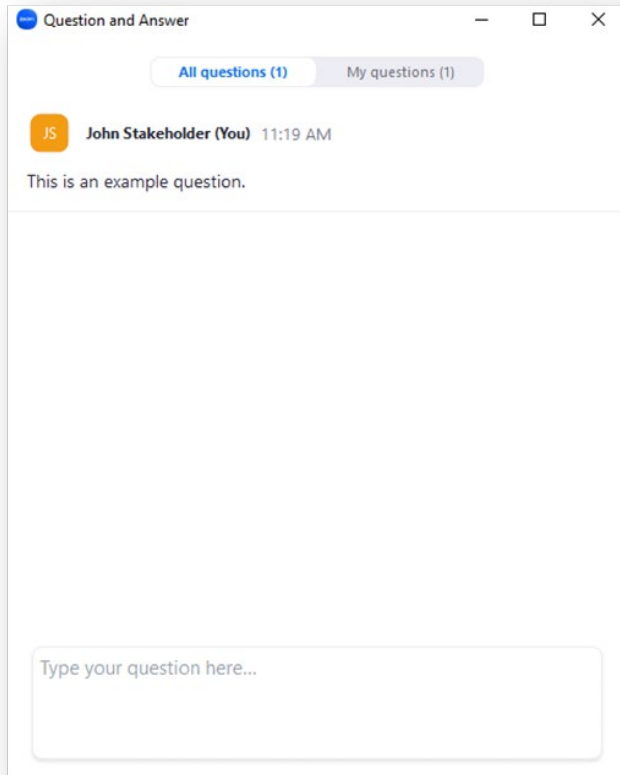
Where do you live?

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

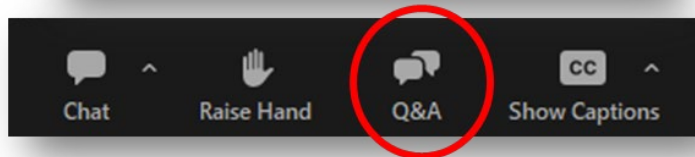
Have you participated in the project previously (attended a meeting/submitted a comment)?

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

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



D Line Section 1 to open Friday, May 8!



Grand Opening events and community celebrations will occur at each new station (La Brea, Fairfax, La Cienega) when revenue service begins. All community members and transit riders are welcome.



Today's Speakers



Huascar Robles
Community Relations



Anthony Crump
Community Relations



Cecily Way
*Countywide Planning
& Development*

Our Agenda Today

- > What is the Sepulveda Transit Corridor Project?
- > The Locally Preferred Alternative (LPA)
- > Next Steps
 - LPA Design Refinements
 - Environmental Process
 - Geotechnical Investigations
 - Project Delivery
 - Community Engagement
- > Q&A



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

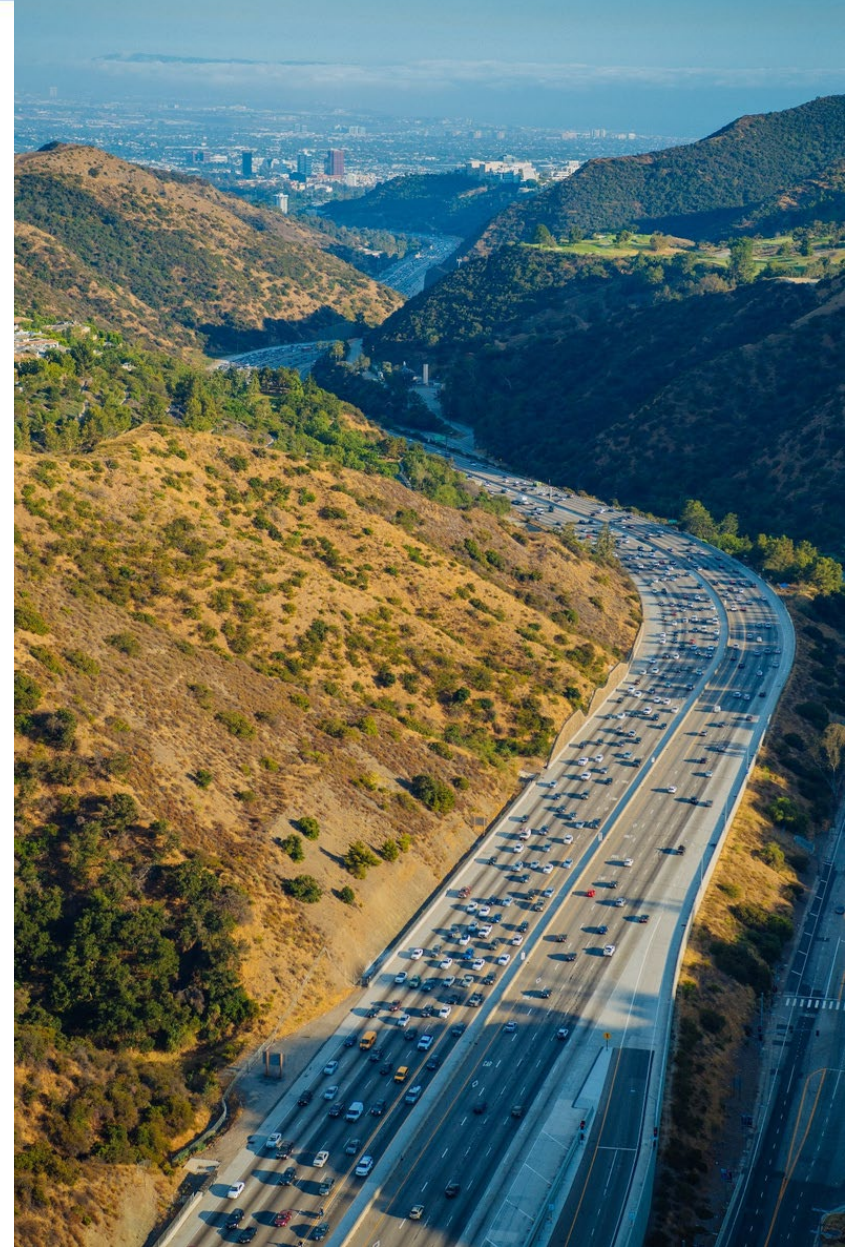
It includes creating better transit.

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

What is the Sepulveda Transit Corridor Project?

Project Need

- > Severe traffic congestion on I-405 especially during peak periods
- > Travel times are highly variable
- > Limited options for Valley-Westside travel
- > Over 400,000 weekday trips through the Sepulveda Pass
- > Less than 2 percent of trips in the Sepulveda Pass are made by transit



Project Benefits



New, fast, reliable, safe rail transit service to:

- > Connect the San Fernando Valley and the Westside
- > Link to existing and under-construction transit 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 ~20 minutes consistently by transit
- > Provide mobility options that would reduce vehicle miles traveled, reducing air pollution
- > Result in people who would otherwise drive using transit

Why the Sepulveda Transit Corridor?

> Fast and Reliable

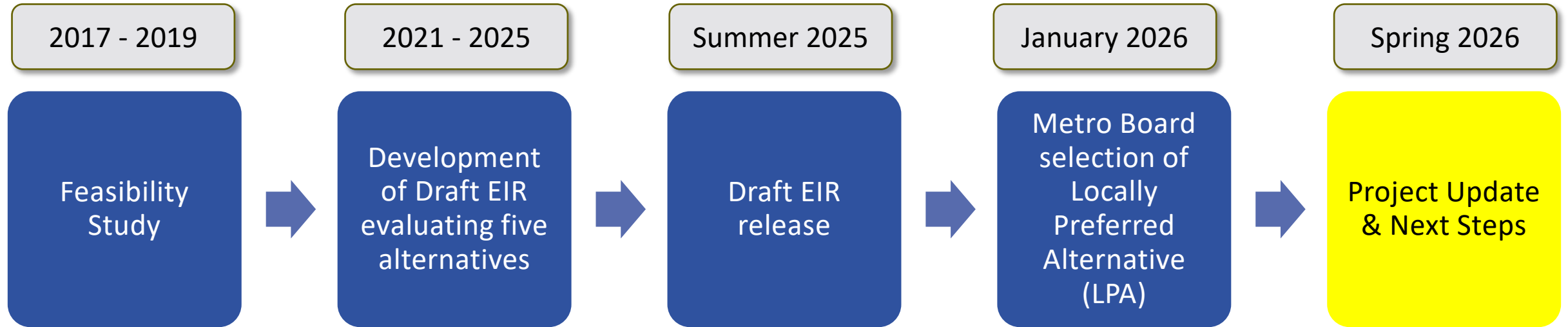
- Connects Metrolink Van Nuys Station to Metro E Line dependably in **less than 20 minutes**; similar **trips by car** can take **40 to 80 minutes** and are **unreliable** due to traffic
- **Van Nuys** (G Line) to **Westwood** (D Line) in about **10 minutes**

> Provides Regional Access and **Connects the Network** and **Major Destinations**

- Metro D, E, G and East San Fernando Valley Lines; Van Nuys Metrolink Station; UCLA
- Maximizes investments made in Metro's transit network

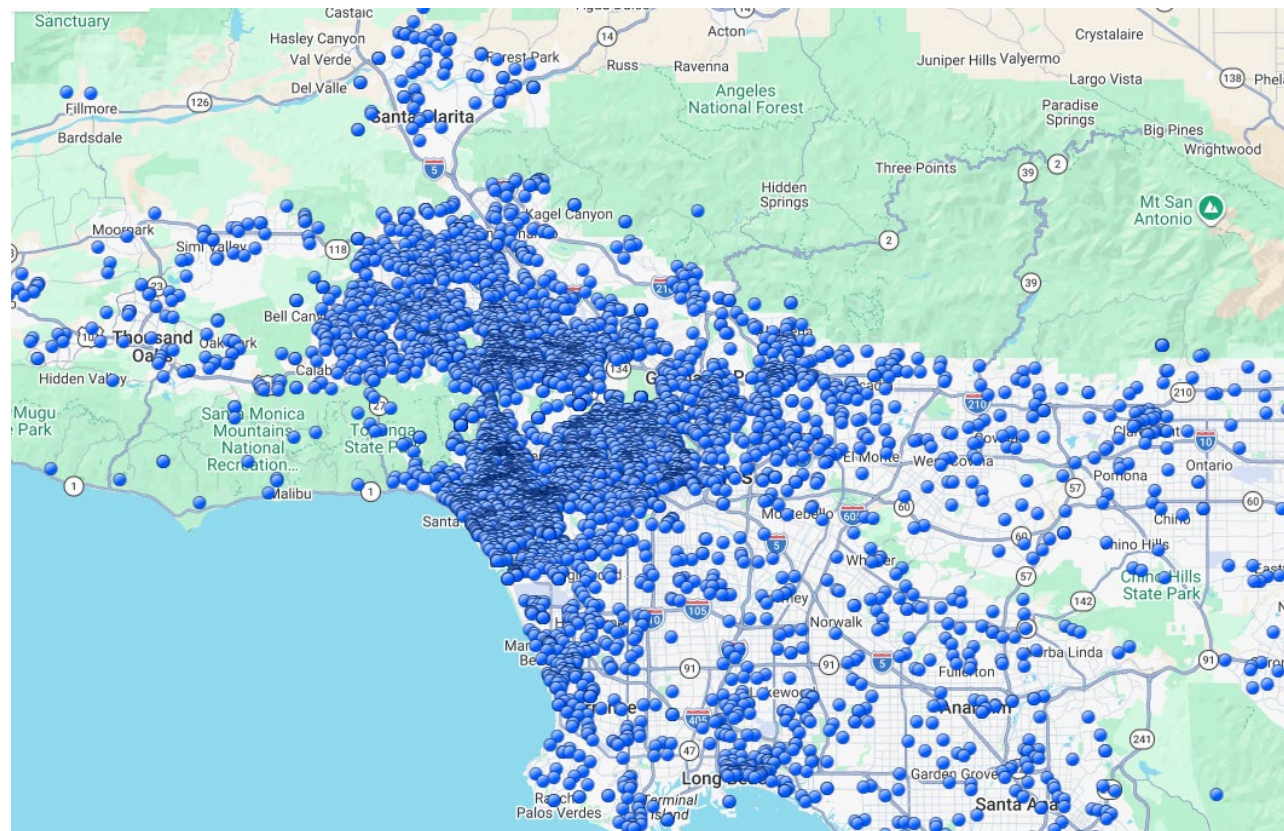


Where We've Been & Where We Are Now



Draft EIR Outreach & Summary of Comments

- > 90-day public comment period: June 2 – August 30, 2025
- > Five community meetings and five public hearings held during the comment period to provide information and obtain comments
- > 8,074 total comment submissions
- > Of the total submissions, 7,308 (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



Interest In:

- > Fast travel time
- > “Seamless” connections to other transit lines
- > Station locations at key destinations
- > Cost effectiveness
- > Access to Getty Center
- > UCLA station
- > Potential to combine alternatives

Concerns About:

- > Property acquisitions
- > Aesthetics and equity of aerial alignment along Sepulveda Bl
- > Impacts to LADWP facilities
- > Tunneling and need for ventilation shaft in the Santa Monica Mountains



The Locally Preferred Alternative (LPA)

LPA Description



- > Construction and operational approach of Alternative 5
- > Northern segment along Van Nuys Bl
- > Southern segment with station on campus at UCLA and along Sepulveda Bl
- > 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



Locally Preferred Alternative



Preliminary renderings subject to change

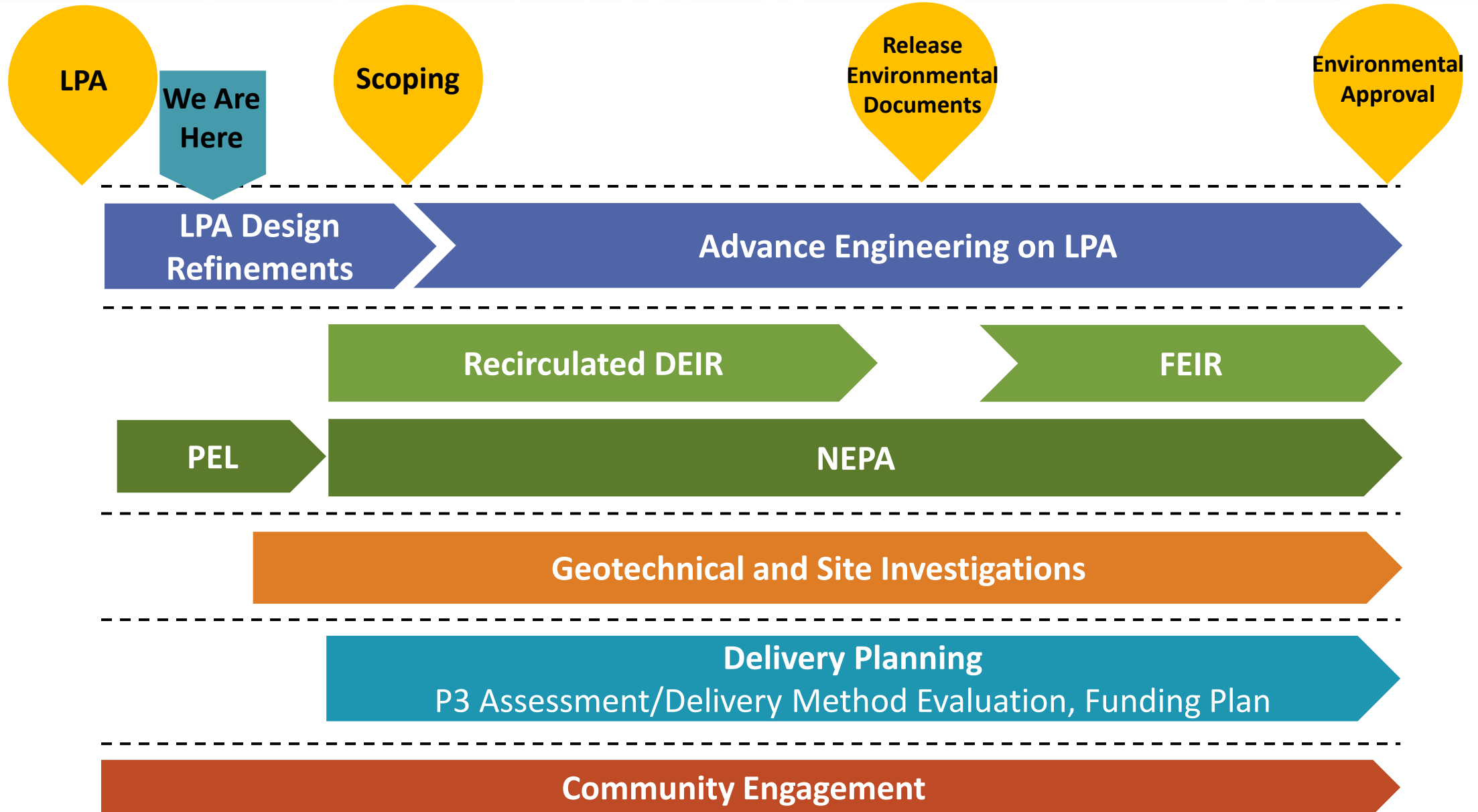
Meeting EIR Goals & Addressing DEIR Comments

Draft EIR Goals	LPA & IOS Benefits
Improve Mobility	<ul style="list-style-type: none"> - Alt 5: Highest ridership alternative - Alt 5: Travel time among fastest and anticipated to improve with LPA due to shorter, more direct route - IOS provides alternative to congested 405 through the Sepulveda Pass
Improve Accessibility & Promote Equity	<ul style="list-style-type: none"> - 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 & Economic Development	<ul style="list-style-type: none"> - Stations close to major destinations and employment centers, including UCLA
Protect Environmental Resources & Support Sustainable Transportation System	<ul style="list-style-type: none"> - Alt 5: Greatest VMT reduction - No construction and ventilation shaft in Santa Monica Mountains
Provide a Cost-Effective Solution & Minimize Risk	<ul style="list-style-type: none"> - Phasing allows for project's mobility benefits to be delivered earlier, as funding is available, and incrementally - Addresses stakeholder comments - Shorter alignment and fewer stations with LPA should further reduce costs
Enhance Resiliency	<ul style="list-style-type: none"> - Providing a new travel corridor through the Sepulveda Pass adds resiliency to the transportation network.



Next Steps

Next Steps Overview



Next Steps

LPA Design Refinements

- > Refined alignment and station designs in areas where Modified Alternative 5 generally follows Alternative 6 route
 - Initial Operating Segment (IOS) transfer stations at Metro D and G Lines
- > IOS between Metro D and G Lines
- > Updated concept and location for Maintenance and Storage Facility (MSF)
- > Other potential refinements in response to agency and public input received, including Draft EIR comments
- > Identify opportunities for project cost reduction



Next Steps

NEPA: Federal Planning and Environment Linkages (PEL) Study



- > Streamlines NEPA review
- > Serves as “bridge” to NEPA from DEIR; allows NEPA process to focus on LPA
- > Offers federal agencies early opportunity to provide feedback
- > Discusses potential for NEPA effects
- > Draft PEL Study includes preliminary evaluation of LPA and CEQA alternatives
 - Analysis of CEQA Alternatives (1, 3, 4, 5, 6) is based on DEIR analysis
 - Analysis of LPA is preliminary and based on DEIR analysis of Alternatives 5 and 6
- > Draft PEL Study 30-day comment period will close on May 9, 2026
- > Final PEL Study will summarize comments received

CEQA Recirculated DEIR

Metro will prepare a
Recirculated Draft Environmental Impact Report (RDEIR)
under CEQA which will focus on LPA

- > RDEIR will include design refinements previously discussed
- > RDEIR will be circulated for public comment
- > Responses to comments on 2025 Draft EIR will be shared prior to RDEIR release
- > RDEIR to advance concurrently with NEPA process

Next Steps

Geotechnical and Site Investigations

- > Field investigations including geotechnical borings:
 - Confirm ground (soil and rock) conditions and depths
 - Depth to groundwater
 - Vibration transmission characteristics
 - Other relevant information
- > Location-specific investigations gather data to inform more detailed design and other engineering work
- > Allows engineers to “see” (and therefore plan for) what conditions a tunnel boring machine or station excavation would encounter before starting construction



Next Steps

Geotechnical and Site Investigations

- > Duration of each investigation will vary by type of data being gathered, type of ground (i.e. soil vs rock) and depth of investigation
- > Some investigation sites will have monitoring equipment installed so Metro can track groundwater levels or other information over time
- > Surrounding property owners and occupants will be notified ahead of any investigations



P3 Fundamentals

A public-private partnership (P3) is a *contractual arrangement* between a public agency and a private entity to deliver and/or operate a public asset.

What a P3 is:

- Leverages the private sector's skills and financing
- Provides a mechanism to share in the risks and rewards of a project
- Incentivizes innovation and long-term performance

What a P3 is NOT:

- Is not free money, but rather a new funding source that requires repayment in the future (financing)
- Does not change the ownership of the assets, Metro retains the ownership
- Does not suit all projects

Delivery Planning

> Sepulveda Transit Corridor P3 Evaluation

- Compare value trade-offs between P3 delivery model and traditional delivery model for project
- Opportunity to validate approach of advancing project as a P3

> Funding Plan

- Identifying and securing funding to deliver project
- Evaluating financing strategies and opportunities

Next Steps

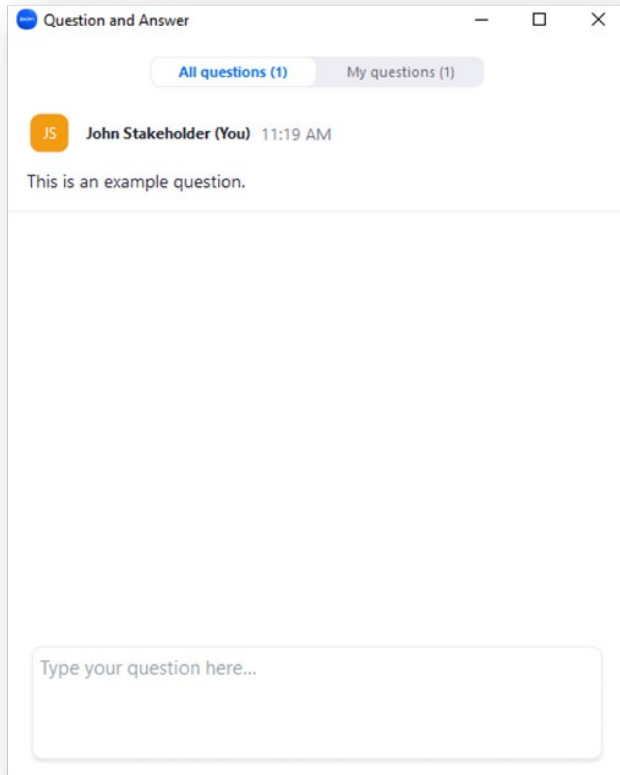
Community Engagement

- > Regular and ongoing opportunities for feedback and input
- > Formal public comment will be solicited as more information about the LPA design is developed and the environmental process advances, including:
 - Scoping
 - RDEIR and NEPA circulation

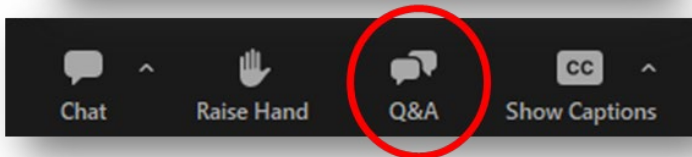


Q & A

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Stay Connected



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