Purpose and need

Provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside, including the LAX area. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity and reliability of transit service, and provide convenient connections to existing and planned transit corridors.

Because of the barrier posed by the Santa Monica Mountains, there are limited high-capacity travel options between the San Fernando Valley, Westside and LAX areas.
Valley-Westside Alternatives

Heavy Rail Transit (HRT)

Monorail/Rubber Tire (MRT)

Metro

SEPULVEDA TRANSIT CORRIDOR PROJECT
Westside-LAX Concepts

- **HRT or MRT I-405**
- **HRT Centinela**

**Heavy Rail Transit (HRT)**

**Monorail/Rubber Tire (MRT)**

- **HRT Sepulveda**
- **HRT Overland**
- **Purple Line Extension**

Metro

Sepulveda Transit Corridor Project

- **Aerial**
- **Underground**
- **Transfer Station**

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Green Line & Station

Under Construction
- GreenLine/LAX Transit Project & Station
- Purple Line Extension & Station (Sections III)
- Pre-Construction
- Purple Line Extension & Station (Section II)
- 136th Street Transit Station
- LA Metro Connecter
- Los Angeles World Airports (LAX)
- LAX Automated People Mover (APM) & Station
## Valley-Westside Evaluation

<table>
<thead>
<tr>
<th></th>
<th>HRT 1</th>
<th>HRT 2</th>
<th>HRT 3</th>
<th>MRT 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily ridership (2042)</td>
<td>128,000</td>
<td>126,000</td>
<td>137,000</td>
<td>122,000</td>
</tr>
<tr>
<td>Low-income riders</td>
<td>82,000</td>
<td>80,000</td>
<td>88,000</td>
<td>80,000</td>
</tr>
<tr>
<td>New transit trips</td>
<td>54,000</td>
<td>53,000</td>
<td>57,000</td>
<td>49,000</td>
</tr>
<tr>
<td>Travel time* (minutes)</td>
<td>16</td>
<td>17</td>
<td>19</td>
<td>26</td>
</tr>
<tr>
<td>Minimize impact to environment**</td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
</tr>
<tr>
<td>Minimize property acquisition</td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
<td><img src="Low.png" alt="Low" /></td>
</tr>
<tr>
<td>Capital costs (2019 $, billions)***</td>
<td>$10.6 to $13.5</td>
<td>$11.0 to $13.8</td>
<td>$9.9 to $12.2</td>
<td>$9.4 to $11.6</td>
</tr>
<tr>
<td>% in tunnel</td>
<td>100%</td>
<td>100%</td>
<td>60%</td>
<td>35%</td>
</tr>
</tbody>
</table>

Note: Results are for alignments to Expo/Sepulveda Station. Travel times are about one minute longer and ridership is about two percent lower to Expo/Bundy.

*From Van Nuys Metrolink Station to Expo/Sepulveda Station

**Potential environmental impacts include:
- Noise
- Visual
- Wildlife habitat

***Cost estimates are preliminary and subject to refinement through the end of the study.
## Westside-LAX Evaluation

(Ridership and travel times include entire corridor from Valley to LAX)

<table>
<thead>
<tr>
<th></th>
<th>HRT I-405</th>
<th>MRT I-405</th>
<th>HRT Centinela</th>
<th>HRT Sepulveda</th>
<th>HRT Overland</th>
<th>Purple Line Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily ridership (2057)</td>
<td>228,000</td>
<td>173,000</td>
<td>229,000</td>
<td>236,000</td>
<td>233,000</td>
<td>275,000*</td>
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<tr>
<td>Travel time** (minutes)</td>
<td>30</td>
<td>38</td>
<td>31</td>
<td>30</td>
<td>31</td>
<td>33</td>
</tr>
<tr>
<td>Minimize impact to</td>
<td><img src="low.gif" alt="Low" /></td>
<td><img src="low.gif" alt="Low" /></td>
<td><img src="high.gif" alt="High" /></td>
<td><img src="high.gif" alt="High" /></td>
<td><img src="high.gif" alt="High" /></td>
<td><img src="high.gif" alt="High" /></td>
</tr>
<tr>
<td>environment***</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimize residential</td>
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<td><img src="high.gif" alt="High" /></td>
<td><img src="high.gif" alt="High" /></td>
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</tr>
<tr>
<td>property impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in tunnel</td>
<td>55%</td>
<td>55%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

*About 20,000 to 25,000 riders transferring from Sepulveda Transit Corridor to Purple Line are counted twice because they board two trains

**From Van Nuys Metrolink Station to 96th Street/Airport Metro Connector Station

***Potential environmental impacts include:
- Noise
- Visual
- Hazardous materials
Could an alignment be located in the I-405 median?

I-405 ExpressLanes planned for median between I-10 and US 101

Columns in the median on curves would block drivers’ view of stopped vehicles or other obstructions, violating Caltrans’ safety and design standards

I-405 southbound approaching Mountaingate Drive

I-405 has no median between US 101 and Sherman Way, creating a need to remove lanes or widen freeway

I-405 northbound approaching Sherman Way

Drainage pipe in the median that prevents flooding on the freeway would have to be relocated, expanding construction into adjacent lanes and requiring extended lane closures

I-405 drainage system north of Mulholland Drive in the Sepulveda Pass

SEPULVEDA TRANSIT CORRIDOR PROJECT
### Conceptual Renderings

#### Heavy Rail Transit

- Sepulveda Bl at Greenleaf St
  - Looking north

- Sepulveda Bl at Weddington St
  - Looking north

#### Monorail/Rubber Tire

- I-405 at Skirball Center Dr
  - Looking north

- Sepulveda Bl at Weddington St
  - Looking north

#### All Alternatives

- Portal entrance to underground station
  - Expo/Sepulveda looking south

*Renderings are illustrative; designs subject to change.*

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**Sepulveda Transit Corridor Project (alignment options)**

<table>
<thead>
<tr>
<th>Option</th>
<th>Color</th>
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</thead>
<tbody>
<tr>
<td>Aerial</td>
<td>🌟</td>
</tr>
<tr>
<td>Aerial and At Grade</td>
<td>🌟</td>
</tr>
<tr>
<td>Underground</td>
<td>🌟</td>
</tr>
<tr>
<td>Transfer Station</td>
<td>🌟</td>
</tr>
</tbody>
</table>

**Existing Service**

<table>
<thead>
<tr>
<th>Service</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Metro Expo Line &amp; Station</td>
<td>🌟</td>
</tr>
<tr>
<td>Existing Metro Orange Line &amp; Station</td>
<td>🌟</td>
</tr>
<tr>
<td>Amtrak/Metrolink &amp; Station</td>
<td>🌟</td>
</tr>
</tbody>
</table>

**Pre-Construction**

<table>
<thead>
<tr>
<th>Service</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purple Line Extension &amp; Station</td>
<td>🌟</td>
</tr>
<tr>
<td>East San Fernando Valley Transit Corridor &amp; Station</td>
<td>🌟</td>
</tr>
</tbody>
</table>
Metro invites you to stay involved and share your feedback.

Contact Us

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Los Angeles, CA 90012

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@metrolosangeles
losangelesmetro

> Final Feasibility Study will be presented to the Metro Board in December 2019
A maintenance and storage facility (MSF) will be required because other existing and planned Metro MSF sites do not have the capacity to serve the fleet required for this corridor.

MSF Requirements
- Within ¼ mile of alignment to reduce costs
- 20-30 acres, depending on configuration
- Inspection, cleaning and service of vehicles
- Overnight and off-peak storage of vehicles

Potential MSF Locations:
- Sepulveda at Nebraska (All Alternatives)
- Van Nuys at Arminta (HRT 1, HRT 2)
- Woodman at Metrolink (HRT 3, MRT 1)

Additional locations may be identified during environmental review.