Welcome!

We will begin in a few moments.

Sepulveda Transit Corridor Project

Scoping Meeting

November 2026

Metro



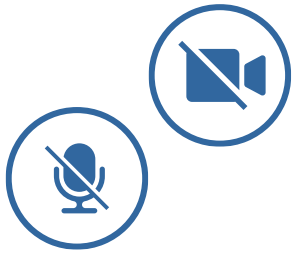
We're exploring a transit alternative to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

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Housekeeping

Today's meeting is being recorded.



Attendee cameras are off, and microphones are muted.



Oral public comments following the presentation.
Please use the 'raise hand' icon.



For technical support, call or text 323.917.0991

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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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Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- Respect the format of the meeting
- Treat fellow community members, agency representatives, Metro staff and others with respect
- Address all comments to Metro staff and consultants
- Maintain a conversational tone

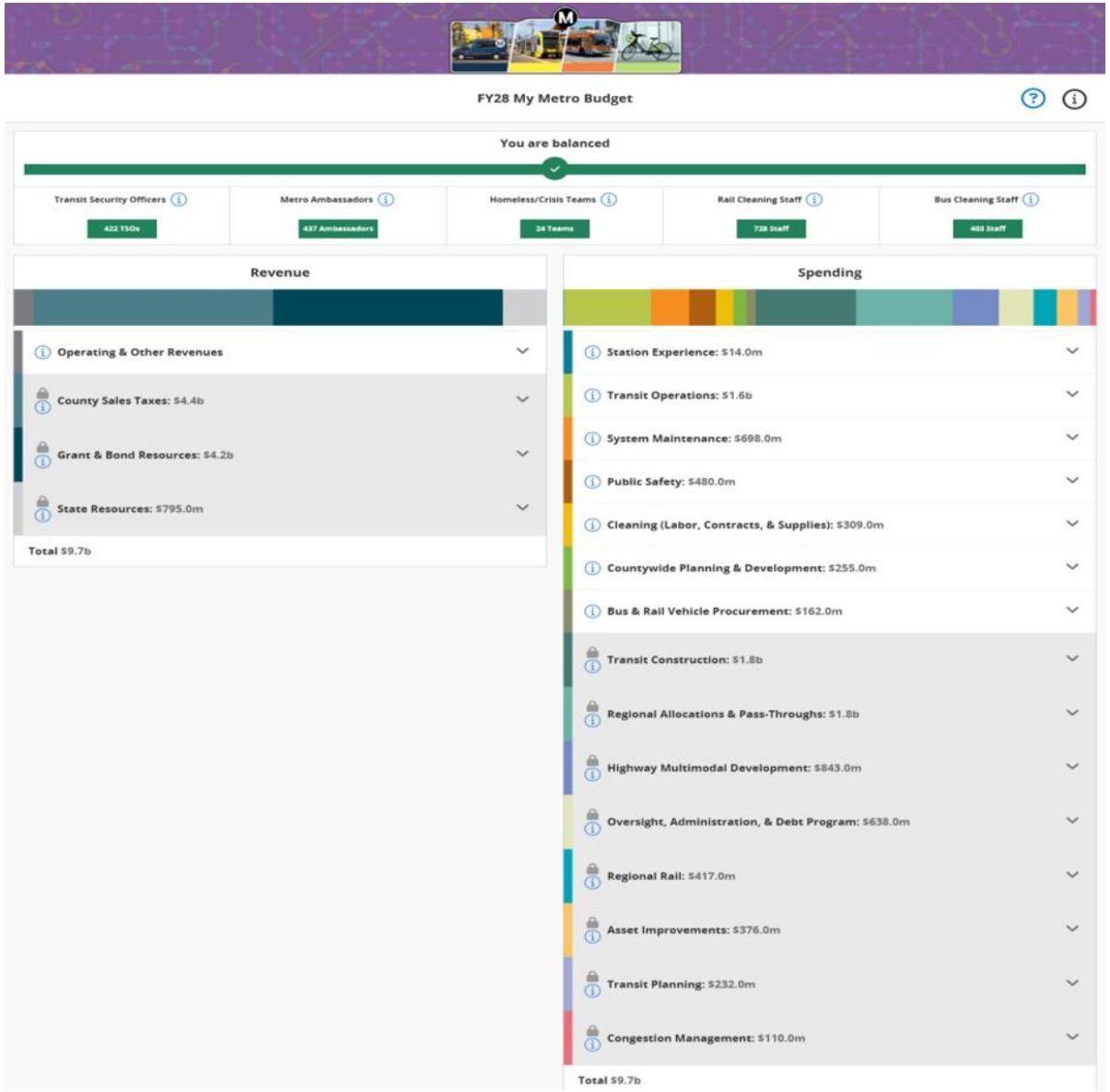
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FY28 My Metro Budget Activity

What is the My Metro Budget activity?

- **Three-time-award-winning interactive and educational tool** that lets the public explore and shape Metro's budget priorities
- **Engages residents** to share feedback on funding decisions for future fiscal years
- **Promotes transparency** and collaboration between Metro and LA County communities
- **Provide your feedback:** *https://mybudget.metro.net/online*

Scan to participate and enter to win a $100 TAP Card of $50 Gift Card!



Zoom Poll

Where do you live?

1. San Fernando Valley
2. Westside
3. Central LA/Downtown
4. South Los Angeles
5. Gateway Cities
6. San Gabriel Valley
7. South Bay
8. Santa Clarita/Palmdale
9. 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

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Today's Speakers



Anthony Crump
Community Relations



Cecily Way
Countywide Planning & Development

Our Agenda Today

- What is the Sepulveda Transit Corridor Project?
- Project Update
- Environmental Process
- Alternatives Currently Under Consideration
- Scoping Comments



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Metro Has a Plan

- **The Sepulveda Pass is one of the most traveled and complex corridors in Los Angeles County; no single project can solve its challenges alone.**
- Metro is advancing several coordinated efforts to give people more reliable and predictable ways to travel.
- Each project is undergoing its own environmental review and has a separate public review and comment process.



What is the Sepulveda Transit Corridor Project?

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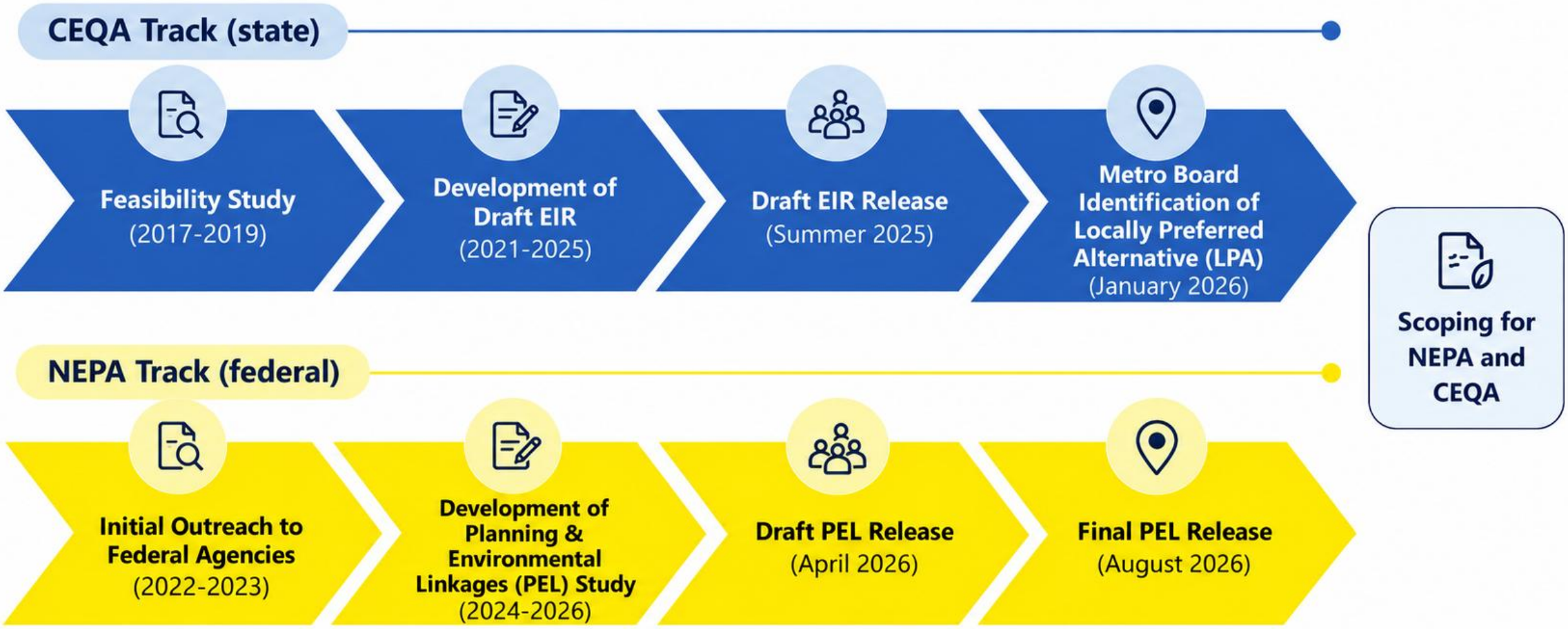
Why the Sepulveda Transit Corridor?

- **Severe traffic congestion** on I-405 especially during peak periods
- **Travel times** are highly variable and unreliable
- **Limited options** for Valley-Westside travel due to the natural barrier of Santa Monica Mountains
- **Over 400,000 weekday trips** through the Sepulveda Pass
  - Ranked #4 most congested corridor in California and #17 nationally
- **Less than 2 percent** of trips in Sepulveda Pass are made by transit



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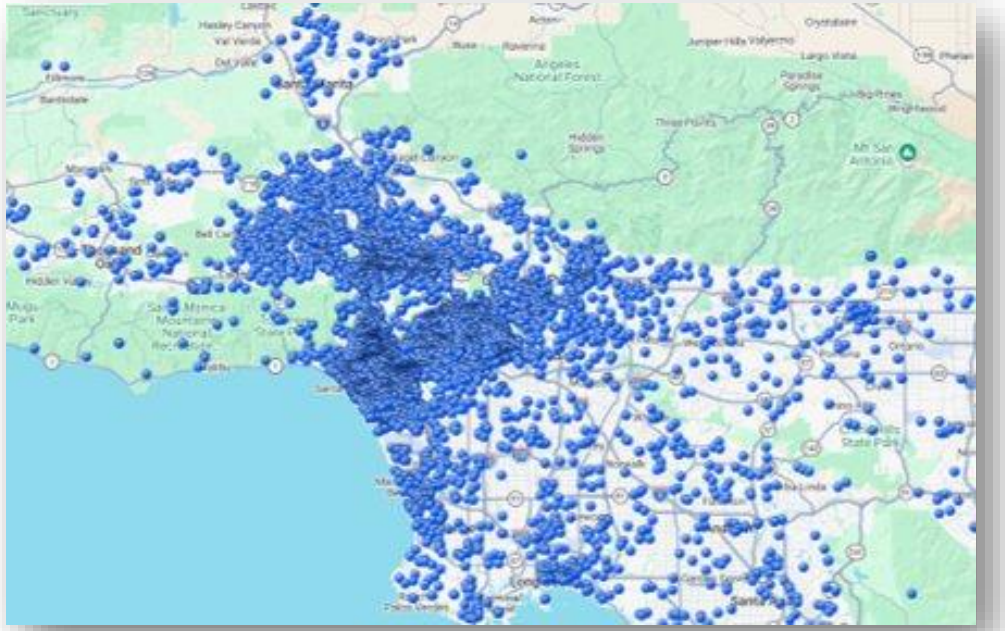
Where We've Been & Where We Are Now



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Draft EIR, LPA & Environmental Process

- Metro prepared Draft Environmental Impact Report (EIR) under CEQA
  - 8,074 total comments
  - 90% expressed some type of support
- Board unanimously selected LPA on Jan. 22, 2026
- Metro advances completion of CEQA and begins NEPA
  - **CEQA:** California Environmental Quality Act (review required under state law)
  - **NEPA:** National Environmental Policy Act (review required under federal law to be eligible for federal funds)



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What is the Locally Preferred Alternative?



- Approximately 12.3 miles underground
- 7 underground stations
- Automated heavy rail trains in a single bore tunnel
- Northern segment along Van Nuys Bl
- Southern segment with UCLA campus station and along Sepulveda Bl
- Initial Operating Segment (IOS):
  - Between Metro G Line (San Fernando Valley) and Metro D Line (Westside)
  - Four underground stations
- Updated maintenance and storage to support IOS
- Refined alignment through Santa Monica Mountains

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What is the Locally Preferred Alternative?













Locally Preferred Alternative Benefits



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

- Connect San Fernando Valley and Westside
- Link to existing and under-construction transit lines
- Expand mobility to attract more than 100,000 daily riders
- Save time for residents:
  - Van Nuys Metrolink to the E Line (Expo) would take ~20 minutes consistently
- Reduce vehicle miles traveled, reducing air pollution
- Result in people using transit (who would otherwise drive)

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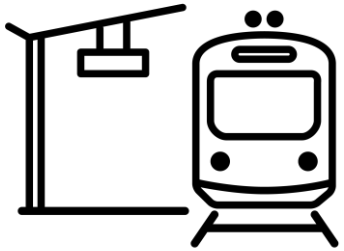
Locally Preferred Alternative (LPA) Benefits

- **Fast and reliable**
  - Connects Metrolink Van Nuys Station to Metro E Line dependably in **less than 20 minutes**; similar trip is **40 to 80 minutes by car** and **unreliable** due to traffic
  - **Van Nuys** (G Line) to **Westwood** (D Line) in about **10 minutes**
- **Connects regional transit 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

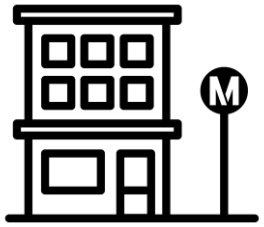


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Purpose of the Sepulveda Transit Corridor Project



Improve mobility



Improve access to jobs, housing, and community resources



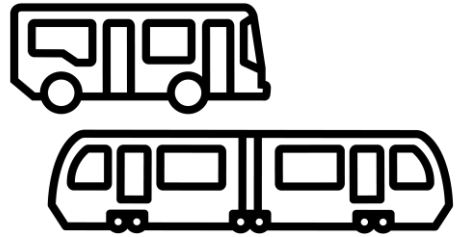
Support economic growth



Protect environmental resources



Provide a cost-effective solution



Enhance resiliency

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Need for the Sepulveda Transit Corridor Project

Project is needed to address:

- **Congestion impacts** on vehicle travel times, growing population and employment densities within region
- **Unreliable and insufficient transit service** across Sepulveda Pass
- **Natural barrier** created by Santa Monica Mountains which constrains capacity and expansion of at-grade transportation facilities

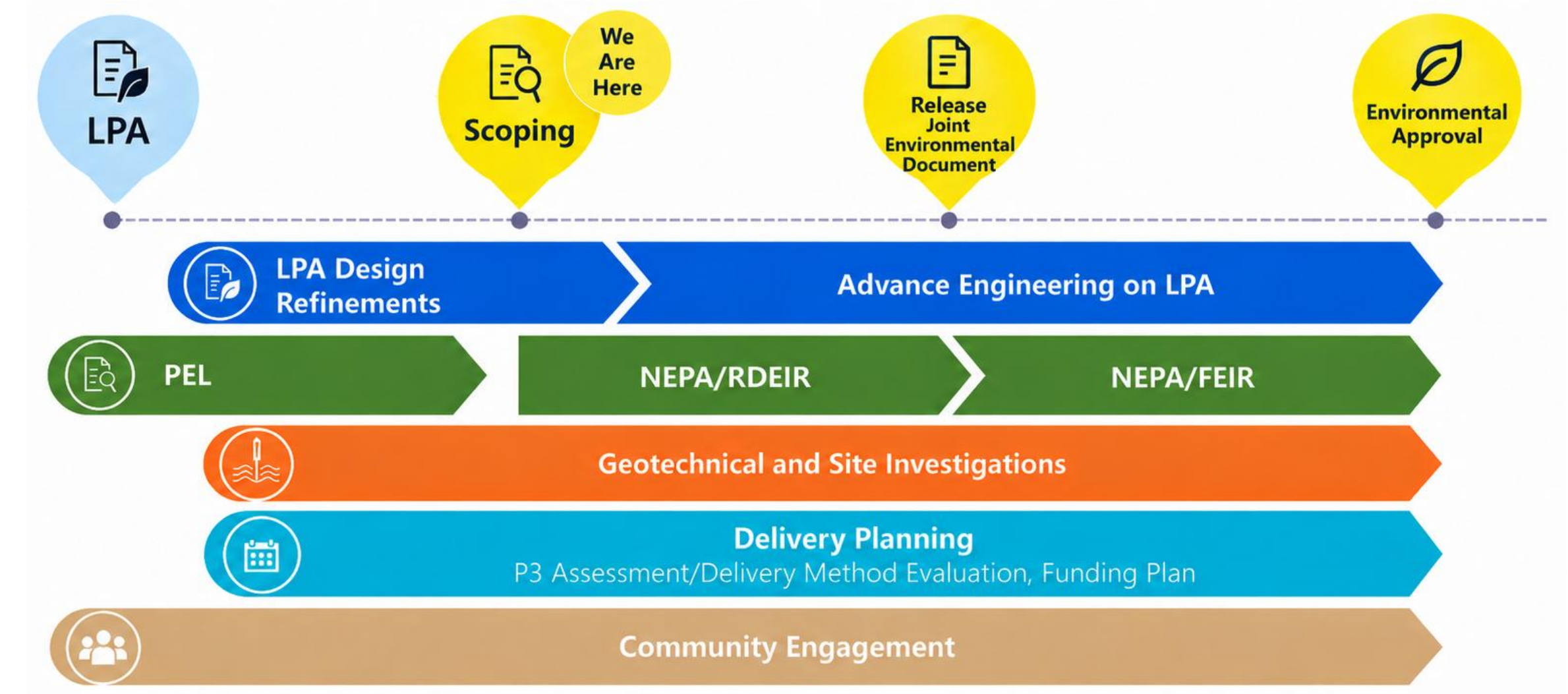


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Project Update

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Project Activities in Parallel with NEPA/CEQA



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Environmental Process

What is Scoping?

- **Scoping is:**
  - Opportunity to share information while LPA is still being refined
  - Designed to gather public input for federal and further state environmental review
- **What information is available?**
  - The purpose and objectives of the Project
  - The alternatives currently under consideration (LPA, IOS) and project elements
  - Environmental resources for analysis



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Why is Metro Doing Scoping Again?

- **Compliance with NEPA (federal process)**
  - FTA and Metro have not previously completed scoping under NEPA
- **Previous 2021 scoping complied with CEQA (state process)**
  - Included alternatives evaluated in the 2025 DEIR
- **LPA was not directly evaluated in DEIR**
  - Combination of alignments and stations previously analyzed
  - New Maintenance and Storage Facility (MSF) options under consideration
  - Refined route
- **Opportunity for updated input and comments on LPA**

Concurrent NEPA & CEQA Processes

- **With Federal Transit Administration (FTA),** Metro will prepare environmental document per National Environmental Policy Act (NEPA)
- Metro will concurrently prepare a **Recirculated Draft Environmental Impact Report** (RDEIR) under CEQA
- NEPA and CEQA analyses will be combined in **joint environmental document** which will be circulated for public review and comment
- CEQA analysis is being updated to align with the LPA at the same time the NEPA analysis is being advanced. With the joint document, no new steps are anticipated for the environmental process.



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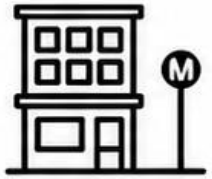
Environmental Review Topics

Joint environmental document will study potential effects of LPA and address the following topics, including those raised in Draft EIR comments:


Aesthetics and Visual Resources


Air Quality


Biological Resources


Communities and Neighborhoods


Energy (CEQA Only)


Geology, Soils, Seismicity, and Paleontological Resources

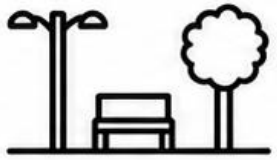

Hazards/Hazardous Materials


Historic Properties, Archaeological Resources, and Tribal Cultural Resources


Land Use and Planning


Noise and Vibration


Real Estate and Acquisitions (NEPA Only)


Recreation


Safety and Security


Transportation


Utilities and Service Systems


Water Resources

Additionally, the analysis covers Cumulative Impacts under CEQA, along with Section 4(f) and 6(f) Resources and Economic/Fiscal Impacts under NEPA.

What Happens after Scoping Meetings?

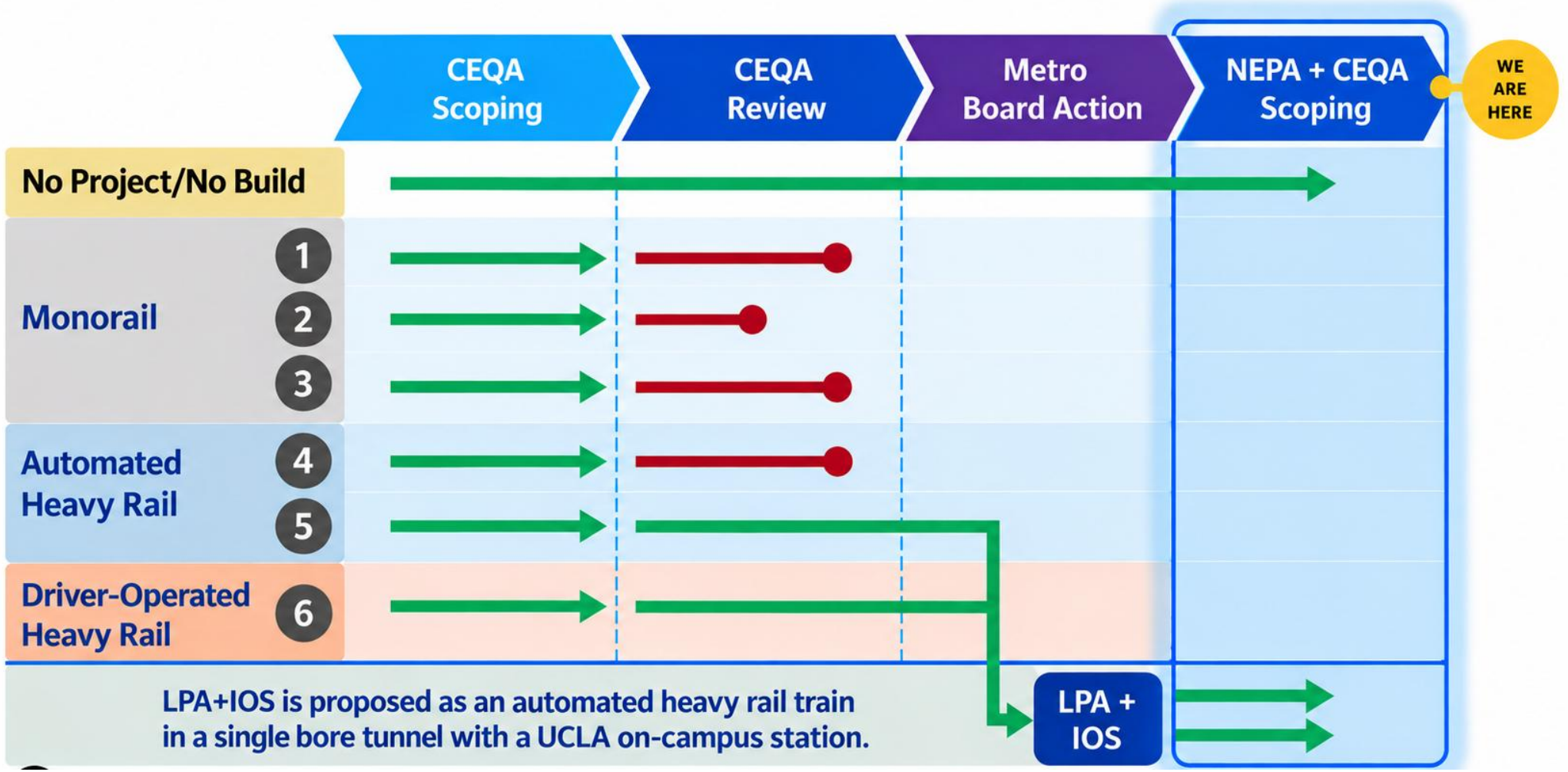
- **All comments** received are shared with the design and environmental teams
- **Design team** will consider comments as LPA design is further developed
- **Environmental team** will collect data to address issues identified for analysis with focus on LPA
- **FTA and Metro** will issue formal notices initiating environmental review; additional opportunity for agencies and public to provide written comments

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Alternatives Currently Under Consideration

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Alternatives



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No Build / No Project Alternative

> The No Build / No Project alternative includes:

- No transit improvement in Sepulveda Corridor beyond existing Route 761 bus service
- All existing highway and transit services and facilities
- Transit and highway projects scheduled to be operational by 2050



Locally Preferred Alternative

> Leverages strengths of Alternative 5's automated transit technology with Alternative 6's connectivity benefits along Van Nuys Blvd

> Approximately 12.3 miles long

> 7 underground stations:

- Expo/Sepulveda
- Santa Monica Bl/Sepulveda
- Wilshire/Westwood
- UCLA
- Ventura/Van Nuys
- G Line/Van Nuys
- Van Nuys Metrolink





Initial Operating Segment (IOS): Metro G Line to Metro D Line

> High-frequency transit connections

> Approximately 10-minute travel time between G Line and D Line

> Direct connections to D, G, and East San Fernando Valley (ESFV) Lines

> On-campus UCLA station

> Approximately 8.4 miles long

> 4 underground stations:

- Wilshire/Westwood
- UCLA
- Ventura/Van Nuys
- G Line/Van Nuys



What is a Maintenance & Storage Facility (MSF)?









Note: All images are from existing Metro system
and are not reflective of Sepulveda Transit Corridor trains

MSFs are required for any rail line and located near the line(s) they serve with direct rail connection

> Stores rail cars off main operating tracks

> Clean, maintain and repair the rail cars

> Maintain and repair vehicles, tracks and other components of the system

> Office space for rail operations administrative and communications support

> Workplace for rail operations employees:
  - Train operators
  - Maintenance workers
  - Supervisors
  - Administrative staff
  - Security personnel
  - Others

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Maintenance & Storage Facility (MSF) Options

> MSF sites identified in Draft EIR were outside of IOS and conflicted with other critical infrastructure

> New MSF site is required to serve IOS

> Combination of sites may be required for IOS and LPA operation

> Five MSF options to be studied:

- **Option 1:** At existing Westfield Fashion Square on Riverside Dr
- **Option 2:** Along Oxnard St between Kester Ave and Sepulveda Bl
- **Option 3:** On existing Metro parking and adjacent properties near G Line Van Nuys Station



Note: MSF site locations, sizes, and configurations to be refined as design progresses

Maintenance & Storage Facility (MSF) Options

> MSF Options (continued):

- **Option 4:** North of Victory Bl, immediately west of Van Nuys Bl
- **Option 5:** At The Plant shopping center and adjacent properties east of Van Nuys Bl



Note: MSF site locations, sizes, and configurations to be refined as design progresses

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Maintenance & Storage Facility (MSF) Approach

> MSF approach could include:
  - Smaller facility to support IOS; expanded for LPA; OR
  - Smaller facility to support IOS; second location added for LPA

MSF Option	Serves IOS	Expanded for LPA	Added for LPA
Option 1	•	•	
Option 2	•	•	
Option 3	•*		
Option 4	•*		
Option 5			•*

** For the LPA, Options 3 and 4 require an additional MSF site: Option 5*



Note: MSF site locations, sizes, and configurations to be refined as design progresses

Scoping Comments

We want to hear from you

Key Topics:

> Purpose and objectives of the project

> Alternatives currently under consideration (No Build/No Project, IOS, LPA) and project elements

> Potentially significant environmental impacts and issues

Comments:

> Please restrict comments to two minutes

> Metro team will be listening to your comments, not answering questions in this forum

The more specific your comment is,
the better the design and environmental teams can consider it.

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Public Scoping Comment Protocol

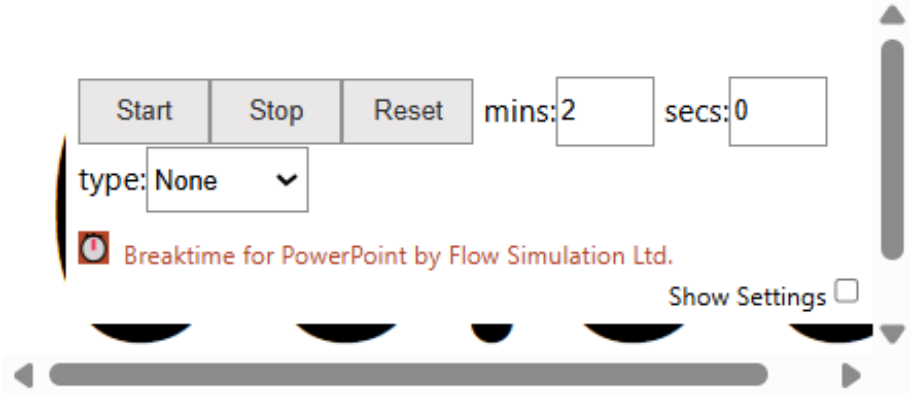
This is a listening session only.

Verbal comments can be submitted using the Raise Hand function.

> Project staff will call on hands in the order they are received.

> Please unmute your microphone when you are called upon.

> Before providing your comment, please state your full name for the record (please spell if necessary).



Verbal comments can be submitted over the phone.

> Press *9 to raise your hand.

> Press *6 to unmute yourself.

Written comments can be submitted using the Q&A function or by utilizing the online comment form.

> For technical support, please call 323.917.0991.

Ways to Provide Comments

> **Official Scoping Period (30 days)**

- Starts: Monday, October 19, 2026
- Ends: Wednesday, November 18, 2026

> **Public scoping comments received at public scoping meetings via:**

- Online comment form
- Mail
- Email
- Project hotline

Scoping comments must be submitted by Wednesday, November 18, 2026

Submittal Options:



Online Comment Form:
https://metro.commentinput.com?id=7aD5AtTpF



Peter Carter, Project Manager
Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012



sepulvedatransit@metro.net



213.922.7375



Upcoming Public Scoping Meetings

- Sat., Nov. 7, 2026, 3-5pm
- Tues., Nov. 10, 2026, 5:30-7:30pm
- Sat., Nov. 14, 2026, 10am-12pm
- Mon., Nov. 16, 2026, 5:30-7:30pm

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Thank You

Methods of Commenting

Online Comment Form:
https://metro.commentinput.com?id=7aD5AtTpF

By mail:
Peter Carter, Project Manager
Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

By email: *sepulvedatransit@metro.net*

Project Hotline: 213.922.7375

Attend another scoping meeting – learn more at *Metro.net/sepulvedacorridor*

Stay Connected

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Comments are due by Wednesday, November 18, 2026

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