LA County Youth Climate Commission

Connecting Los Angeles

An Analysis of Sepulveda Transit Corridor Alternatives

Investing in the Sepulveda Corridor

Table of Contents

Project Overview

Sepulveda Transit Corridor
Proposed Study Area

Metro

Investing in the Sepulveda Corridor

Alternatives 1 & 3 (Monorail)

Investing in the Sepulveda Corridor

Alternatives 4, 5, & 6 (Heavy Rail)

Sepulveda Transit Corridor
Alternative 4 (Heavy Rail)

Metro

Sepulveda Transit Corridor
Alternative 5 (Heavy Rail)

Metro

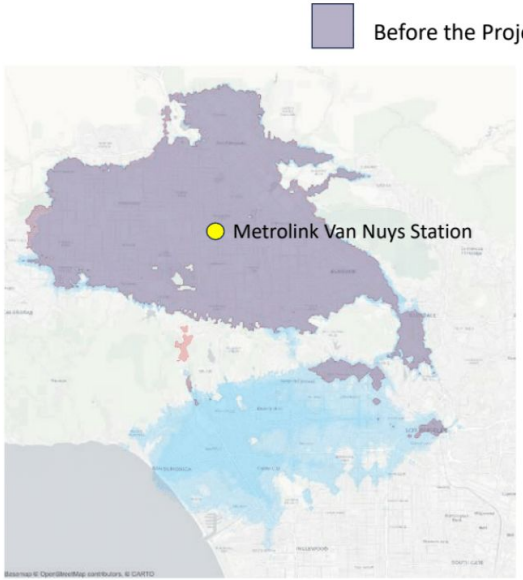
Sepulveda Transit Corridor
Alternative 6 (Heavy Rail)

Metro

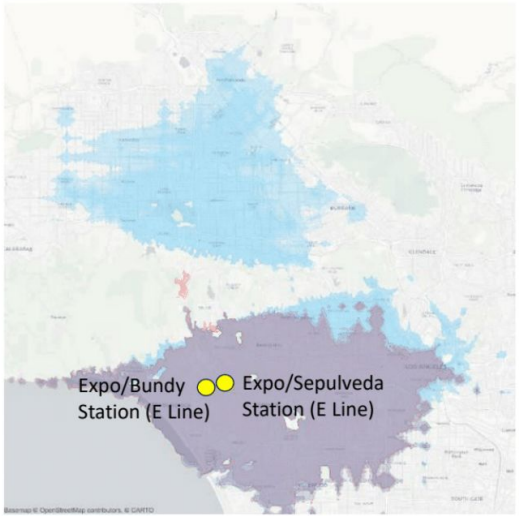
Investing in the Sepulveda Corridor

Connectivity Improvements

- 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

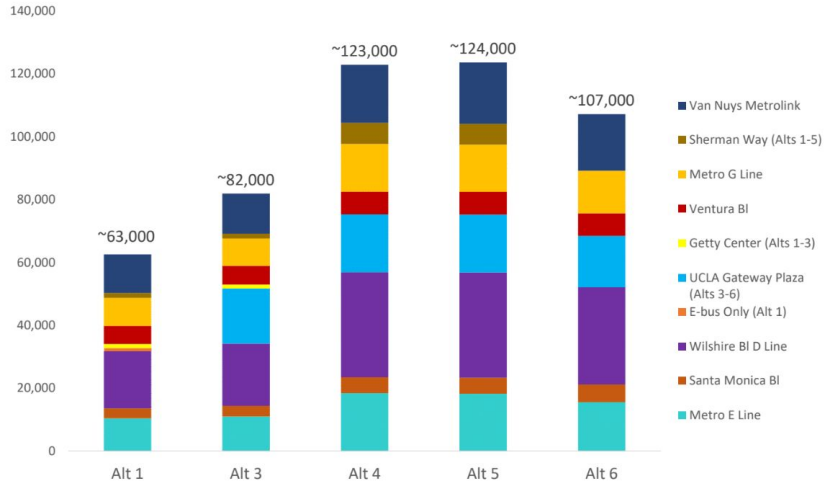
Benefits Comparison

Ridership Projections

Table 4-3. Daily Boardings by Project Alternative

Station	Alt 1[a]	Alt 3	Alt 4	Alt 5	Alt 6
Metro E Line[b]	10,374	10,962	18,384	18,212	15,518
Santa Monica Boulevard	3,190	3,405	5,077	5,107	5,625
Wilshire Boulevard/Metro D Line	18,200	19,812	33,384	33,448	30,918
UCLA Gateway Plaza	—	17,459	18,411	18,416	16,320
Getty Center	1,366	1,301	—	—	—
Ventura Boulevard[c]	5,727	5,937	7,210	7,232	7,163
Metro G Line[d]	8,919	8,683	15,148	14,991	13,569
Sherman Way[e]	1,553	1,523	6,678	6,598	—
Van Nuys Metrolink	12,262	12,762	18,485	19,549	17,981
Total[f]	**61,590**	**81,842**	**122,775**	**123,551**	**107,092**

Source: HTA, 2024



Investing in the Sepulveda Corridor

Headways

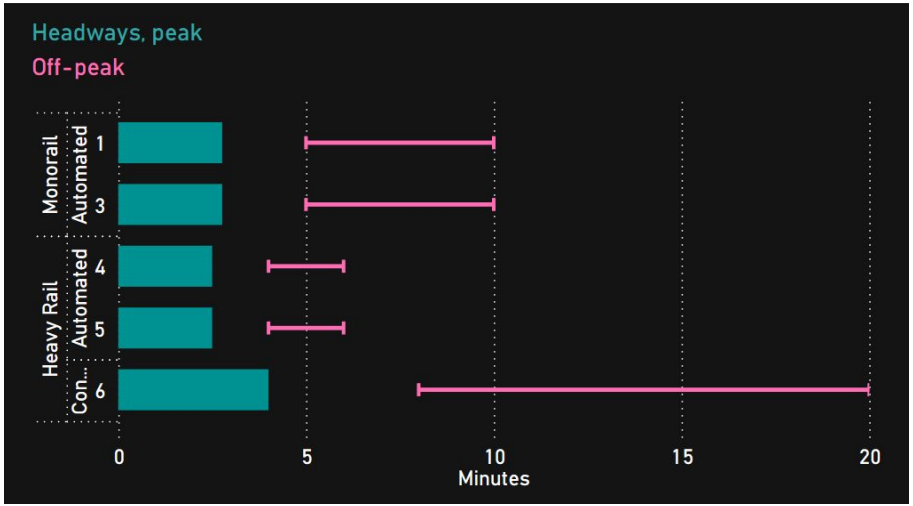
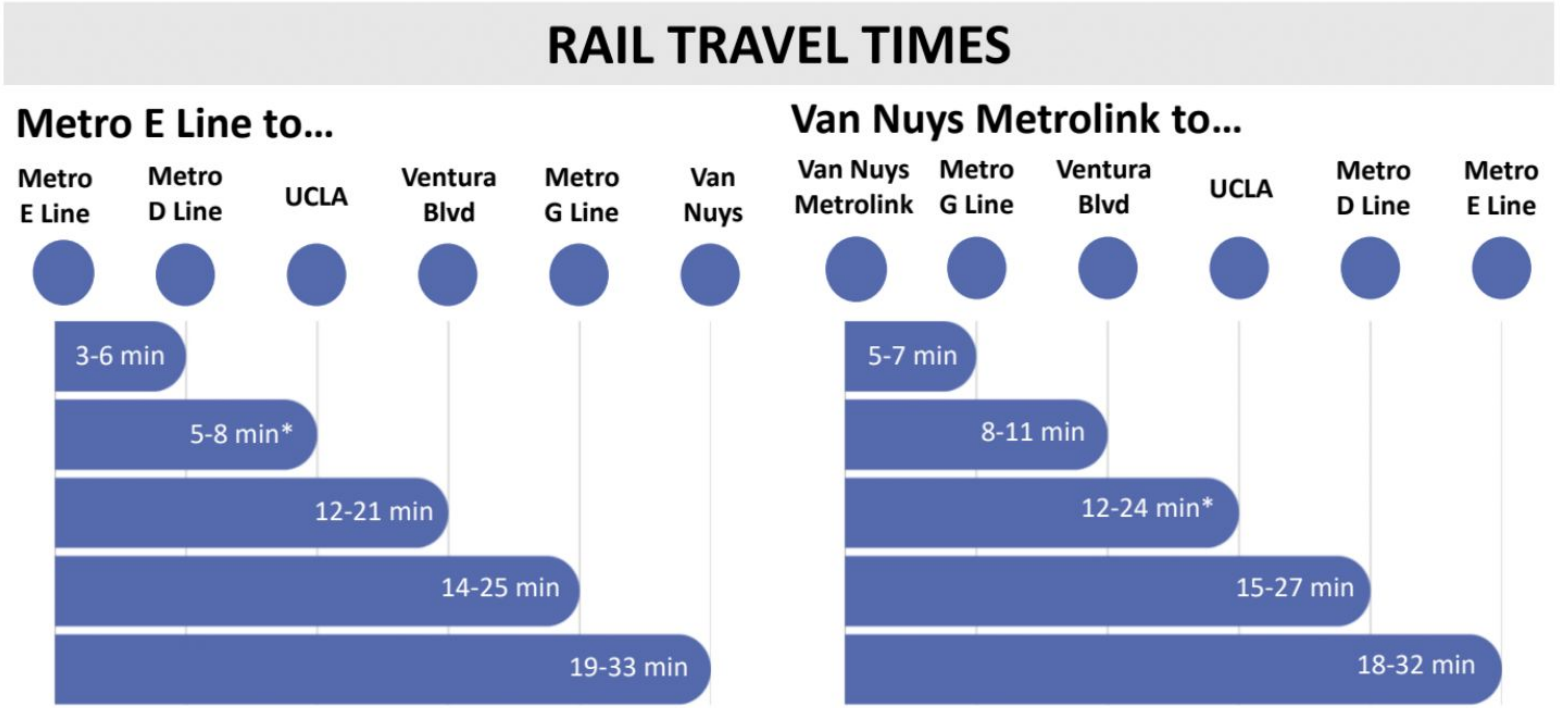


Table 4-2. Headways by Project Alternative (minutes)

	Alt 1[a]	Alt 3	Alt 4	Alt 5	Alt 6
Peak	2.77	2.77	2.5	2.5	4
Off-Peak[b]	5-10	5-10	4-6	4-6	8-20

Speed



Investing in the Sepulveda Corridor

Connectivity

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Metro E Line[a]	5.8	5.8	4.3	4.3	4.7
Metro D Line[b]	5.0	5.5	5.2	5.2	4.3
Metro G Line[c]	6.0	6.0	4.7	6.0	7.9
ESFV Light Rail Transit Line	5.1	5.1	5.8	5.8	4.4 (at G Line) 4.2 (at Van Nuys)
Metrolink Ventura County Line[d]	16.8	16.8	17.4	17.4	18.0

Station Pair	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6	Driving[a]
Metro D Line Westwood/UCLA Station – Metrolink Van Nuys Station	31	33	23	23	22	35-85
Metro D Line Westwood/UCLA Station – Metro G Line Reseda Station	37	39	31	32	37	30-70
Metro D Line Westwood/UCLA Station – Metrolink Sylmar/San Fernando Station	48	50	41	40	37	45-100
Metro D Line Century City/Constellation Station – Metrolink Van Nuys Station	34	36	26	26	25	35-85
Metro D Line Century City/Constellation Station – Metro G Line Reseda Station	40	42	34	35	40	35-80
Metro D Line Century City/Constellation Station – Metrolink Sylmar/San Fernando Station	51	53	44	43	40	50-110
Metro E Line Downtown Santa Monica Station – Metrolink Van Nuys Station	45	50	37	36	32	45-100
Metro E Line Downtown Santa Monica Station – Metro G Line Reseda Station	52	56	44	45	49	35-75
Metro E Line Downtown Santa Monica Station – Metrolink Sylmar/San Fernando Station	63	68	54	54	49	50-110

Climate Impacts

Table 4-22. Change in Annual Greenhouse Gas Pollutants by Project Alternative Compared to the No Project Alternative

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Change in Total GHG Pollutants ($MTCO_2e/yr$)	-27,927	-33,294	-61,597	-58,714	-58,354

Table 4-23. Change in Air Quality Criteria Pollutants by Project Alternative Compared to the No Project Alternative

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Change in CO (lbs/day)	-319	-409	-772	-769	-628
Change in NO_x (lbs/day)	-33	-16	-101	-102	-105
Change in $PM_{2.5}$ (lbs/day)	-61	-80	-141	-142	-126
Change in VOC (lbs/day)	+8	+15	+7	+9	+12

Investing in the Sepulveda Corridor

Traffic Impacts: Operation

Table 4-21. Vehicle Miles Traveled Savings by Project Alternative

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Daily VMT Reduction in 2045	341,800	451,100	767,800	775,100	695,400

Costs Comparison

Costs/Financing

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

- Construction – Materials, labor and equipment
- Vehicles – Monorail or heavy rail vehicles
- Final design and project management

- Right of Way (ROW) – Property acquisitions, easements, temporary use
- Project oversight from initial planning through operations

- Based on current preliminary level of design (~40% of other costs, based on federal guidance)

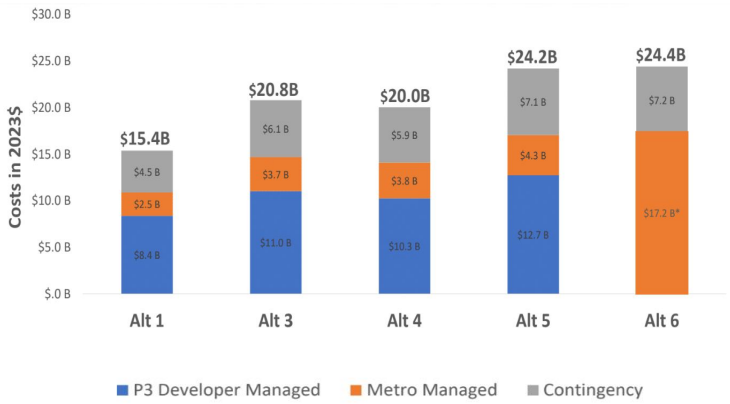
*For Alt 6, all costs would be managed by Metro, not a developer

Numbers may not sum due to rounding

Metro

Costs/Financing

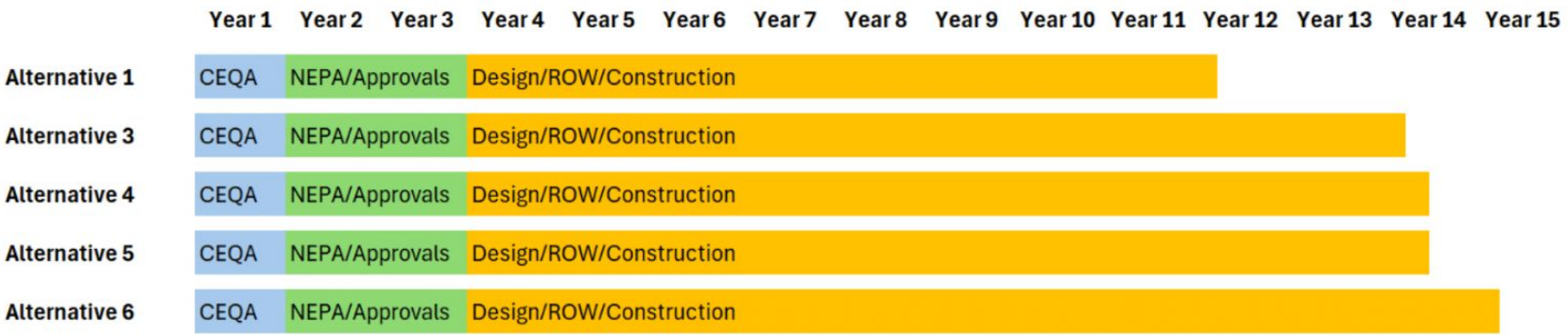
- 25-75% of P3 Managed funds will be provided by P3 partner company
- Local contribution likely to be matched by federal grant post-2028
- Contingency requirements may be reduced post-2028
- Alt 1 likely ineligible for federal grants due to low value



Costs/Financing (LAFI Estimate)

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Total Cost	$15.4	$20.8	$20.0	$24.2	$24.4
P3 Contribution	$4.2	$5.5	$5.2	$6.4	$0.0
Federal Contribution	$0.0	$7.7	$7.4	$8.9	$12.2
Local (Appropriated)	$5.7	$5.7	$5.7	$5.7	$5.7
Local (Remaining)	$5.5	$2.0	$1.7	$3.2	$6.5

Timelines


Year 1
Year 2
Year 3
Year 4
Year 5
Year 6
Year 7
Year 8
Year 9
Year 10
Year 11
Year 12
Year 13
Year 14
Year 15
Alternative 1
CEQA
NEPA/Approvals
Design/ROW/Construction
Alternative 3
CEQA
NEPA/Approvals
Design/ROW/Construction
Alternative 4
CEQA
NEPA/Approvals
Design/ROW/Construction
Alternative 5
CEQA
NEPA/Approvals
Design/ROW/Construction
Alternative 6
CEQA
NEPA/Approvals
Design/ROW/Construction

Traffic Impacts: Construction

Figure 2-29. Alternative 3: Construction Staging Locations

Investing in the Sepulveda Corridor

Displacements

Table 4-19. Residential Displacements by Alternative

	Alt 1 with MSF Base Design	Alt 1 with MSF Design Option 1	Alt 3 with MSF Base Design	Alt 3 with MSF Design Option 1	Alt 4	Alt 5	Alt 6
Single-Family Units	1	1	1	1	10	0	0
Multi-Family Units	0	0	0	0	202	34	127
Estimated Individuals Displaced	3	3	3	3	531	85	343

Displacements

Table 3.12-7 Summary of Potential Displacements by Alternative

Land Use		Alternative 1[a]	Alternative 3[b]	Alternative 4	Alternative 5	Alternative 6
Commercial	Parcels	14	14	19	26	41
	Units	14	14	97	86	44
Industrial	Parcels	10	10	11	11	2
	Units	9	8	12	19	1
Institutional/Public Facilities	Parcels	2	2	1	1	1
	Units	2	2	1	1	1
Vacant/Undeveloped	Parcels	2	1	1	1	10
	Units	0	0	0	0	0
Mixed Use	Parcels	0	0	1	1	1
	Units	0	0	2 businesses 34 residential units	2 businesses 34 residential units	2 businesses 3 residential units
Multi-Family Residential	Parcels	0	0	3	0	1
	Units	0	0	168	0	124
Single-Family Residential	Parcels	1	1	9	0	0
	Units	1	1	10	0	0
Total Parcels		**28**	**27**	**45**	**40**	**55**
Total Residential Units		**1**	**1**	**212**	**34**	**127**
Total Business Units		**23**	**22**	**111**	**107**	**46**

Source: HTA, 2024

Recommendations

Summary

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Ridership (k)	63	82	123	124	107
Length (Mins)	28	33	20	19	18
CO2 Impact (kt)	-28	-33	-62	-59	-58
VMT Impact (k)	342	451	768	775	695
Local Cost ($b)	5.5	2	1.7	3.2	6.5
Cost/Rider	36	33	22	24	27
Timeline (yrs)	13	14	14	14	15
Displacements	3	3	531	85	343

Summary

	Alt 1	Alt 3	Alt 4	Alt 5	
Ridership (k)	63	8	123	124	107
Length (Mins)	28	3	20	19	18
CO2 Impact (kt)	-28	-3	-62	-59	-58
VMT Impact (k)	342	45	768	775	695
Local Cost ($b)	5.5		1.7	3.2	6.5
Cost/Rider	36	3	22	24	27
Timeline (yrs)	13	1	14	14	15
Displacements	3		531	85	343

1. Heavy Rail
2. UCLA Stop
3. D-Line Connection

YCC should recommend Alternatives 4, 5, and 6.

Thanks!

Questions?