

Sepulveda Transit Corridor Project – December 2025 Update

What's happening on the Sepulveda Transit Corridor Project (STCP) – Metro's proposed rapid transit from the Valley to the Westside? Metro has completed the Draft Environmental Impact Report (DEIR), collected public comments, and is readying a decision on how to proceed. We hear that Metro will decide in the first quarter of 2026. What their decision may be is up for grabs. The Metro Board could select one of their five Alternatives for construction (if they can find funding), might request Metro to reconfigure one or more of the Alternatives, or could even delay the project.

The five Alternatives Metro is considering for the project are defined in the DEIR:

ALTERNATIVE	TYPE	ROUTE
Alternative 1	Modern-technology automated driverless monorail	Above-ground train above center and edge of I-405 in Valley, Sepulveda Pass, and Westside with no tunnel
Alternative 3	Modern-technology automated driverless monorail	Above-ground train above center and edge of I-405 in Valley, Sepulveda Pass, and Westside, but subway in tunnel to underground on-campus UCLA station
Alternative 4	Modern-technology automated driverless heavy rail	Above-ground train above Sepulveda Blvd in Valley, but subway under Sepulveda Pass and Westside
Alternative 5	Modern-technology automated driverless heavy rail	Subway under Sepulveda Blvd in Valley, Sepulveda Pass, and Westside
Alternative 6	40-year-old-technology, driver-operated heavy rail	Subway under Van Nuys Blvd in Valley, Sepulveda Pass, and Westside

In August 2025, the Sherman Oaks Neighborhood Council Vision Committee, of which I'm a member, recommended Alternative 6 as the most effective route for Sherman Oaks – but only if it was modified to have the modern train and tunnel technologies of Alternative 5.

In November 2025, the San Fernando Valley Council of Governments (SFVCOG) Board, which includes three Metro Board members, recommended the following to Metro:

"The (SFVCOG) Board supports Alternatives 5 and/or 6, as presented in Metro's Draft Environmental Impact Report (DEIR) for the Sepulveda Transit Corridor Project, with an openness to consider additional alignment and grading options, different technologies (the automated version of the Alternative 6 alignment), and value engineering in order to deliver a heavy-rail alternative, mitigate housing impacts, property acquisitions, utility conflicts, and projects costs. Any alternative must have a direct connection, within the paid area, between the G Line and the Sepulveda Transit Corridor."

The Sherman Oaks Homeowners Association (SOHA) submitted a letter to the SFVCOG Board asking them to also specifically oppose Alternative 4 because it unfairly operates noisy, high-frequency, heavy-rail trains above ground on elevated tracks in only the Valley. The Board did not incorporate the recommendation.

SOHA's letter to the SFVCOG, along with other recent information about the project, is available at <https://www.shermanoakshomeownersassociation.com/transit>.

Four of the Alternatives (3, 4, 5, and 6) operate under the community of Bel Air. Bel Air has stated they will litigate against any Alternative that passes under their community.


Bob Anderson
Chair, Transportation Committee
Sherman Oaks Homeowners Association
BobHillsideOrdinance@gmail.com