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Subject: Locally Preferred Alternative Recommendation
Date: January 9, 2026 at 5:57 PM
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Sepulveda Transit Corridor Project

[*Español*](#)

Locally Preferred Alternative Recommendation

On January 14 at 11am, the [Metro Board's Planning and Programming Committee](#) will consider selecting a Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor Project. This represents a major milestone for the project and improved mobility options in Los Angeles.

After technical evaluation and carefully reviewing the more than 8,000 comments received during the Draft Environmental Impact Report (Draft EIR) public comment period, Metro staff has proposed **Modified Alternative 5** as the LPA. Modified Alternative 5 is an underground heavy rail line between the Van Nuys Metrolink Station and E Line Expo/Sepulveda Station modified to connect to the G Line on Van Nuys Boulevard.

Modified Alternative 5 balances the strengths of Alternative 5 – high ridership, high frequencies, and shorter station construction sites, while avoiding geographic challenges in the Santa Monica Mountains. It also offers the connectivity benefits of Alternative 6 along Van Nuys Boulevard instead of Sepulveda Boulevard, which reduces the project's overall length and is anticipated to reduce cost. The modifications to Alternative 5 will increase direct connections to Metro's growing transit network. Direct connections get our riders to and from their destinations faster.

Modified Alternative 5 addresses many of the key themes voiced by the community and stakeholders, including:

- Fast travel times

Key travel times

- Seamless connection to other transit lines
- Station locations that connect to key destinations
- Cost-effectiveness
- No ventilation shaft in the Santa Monica Mountains
- No aerial alignment along Sepulveda Bl in the San Fernando Valley
- Concerns about property acquisitions/displacements
- Interest in an on-campus UCLA station
- Compatibility with LADWP facilities

Modified Alternative 5 incorporates key elements of Alternative 5, including:

- Automated vehicles in a single-bore tunnel
- A terminus at the E Line Expo/Sepulveda Station
- 2.5-minute frequencies during peak travel times

Like nearly all Metro rail projects, the staff recommendation also includes project phasing to allow for mobility benefits to be realized as funds become available. Specifically, the recommendation includes focusing on an initial operating segment (IOS) between the San Fernando Valley (at the Metro G Line) and Westside (at the Metro D Line).

If the Metro Board approves the staff recommendation of the LPA, Metro would advance project development efforts for the LPA, which includes evaluating phasing, the Public/Private Partnership (P3) delivery model, identifying opportunities for value engineering, and making refinements to Alternative 5 to allow for connection to the G Line at Van Nuys Boulevard.

In addition to design refinements, the environmental process would continue, including corresponding community outreach and opportunities for public comment. We encourage residents, businesses, and institutions to provide their feedback at the Planning and Programming Committee meeting.

Metro Board Planning and Programming Committee Meeting

When: Wednesday, January 14, 2026 | 11:00 AM

Where: Metro Headquarters

One Gateway Plaza, Los Angeles, CA 90012

Watch Live: Stream online via the Metro Board webpage at boardagendas.metro.net

The Planning and Programming Committee plays a key role in reviewing major transit investments before they are considered by the full Metro Board. A recommendation at this meeting is a major step toward project approval.

What Happens Next

Following the committee meeting, the Metro Board of Directors is expected to consider selection of the Locally Preferred Alternative at its upcoming Regular Board Meeting. Public participation at each stage helps inform the Board's decisions.

Why Participate

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles,

connecting residents in the San Fernando Valley to the Westside's bustling employment hubs and cultural landmarks. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. The I-405 is one of the most congested corridors in the country and transit service between the San Fernando Valley and the Westside is limited. The project would add a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a fast, safe and reliable alternative to the congested I-405 freeway.

Stay Connected

Learn more about the project, visit our website, email us at sepulvedatransit@metro.net or call our project information line at 213.922.7375.

You can also find us on our social media handles:



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