

# POLICY MOTION

**DIRECTOR'S MOTION:** Jakob Meuser

**TITLE:** WRAC: Support Heavy Rail Underground Subway Mode of Transportation; Oppose two proposed Monorail Options for the Metro Sepulveda Transit Corridor Project (STCP)

**PURPOSE:** To join other neighborhood councils in the Westside Regional Alliance of Councils (WRAC) in making recommendations regarding the Sepulveda Transit Corridor Project (STCP).

**BACKGROUND:** [WRAC Posting](#)

"The Sepulveda Transit Corridor is a proposed high-capacity rail line that will provide a crucial north-south transit connection between the San Fernando Valley, the Westside and eventually Los Angeles International Airport (LAX). Currently under environmental review, Metro is evaluating multiple alternatives — including heavy rail and monorail technologies — to address one of the most heavily traveled and congested corridors in Los Angeles County.

If built, the line could serve more than 120,000 daily riders and offer a travel time of just 20 minutes between the Valley and Westside. This project is funded in part by Measure M and aims to support regional growth, environmental sustainability, and equity in transit access. Metro is partnering with engineering firms and local municipalities to identify the most effective and community-supported solution." ([metro.net](#))

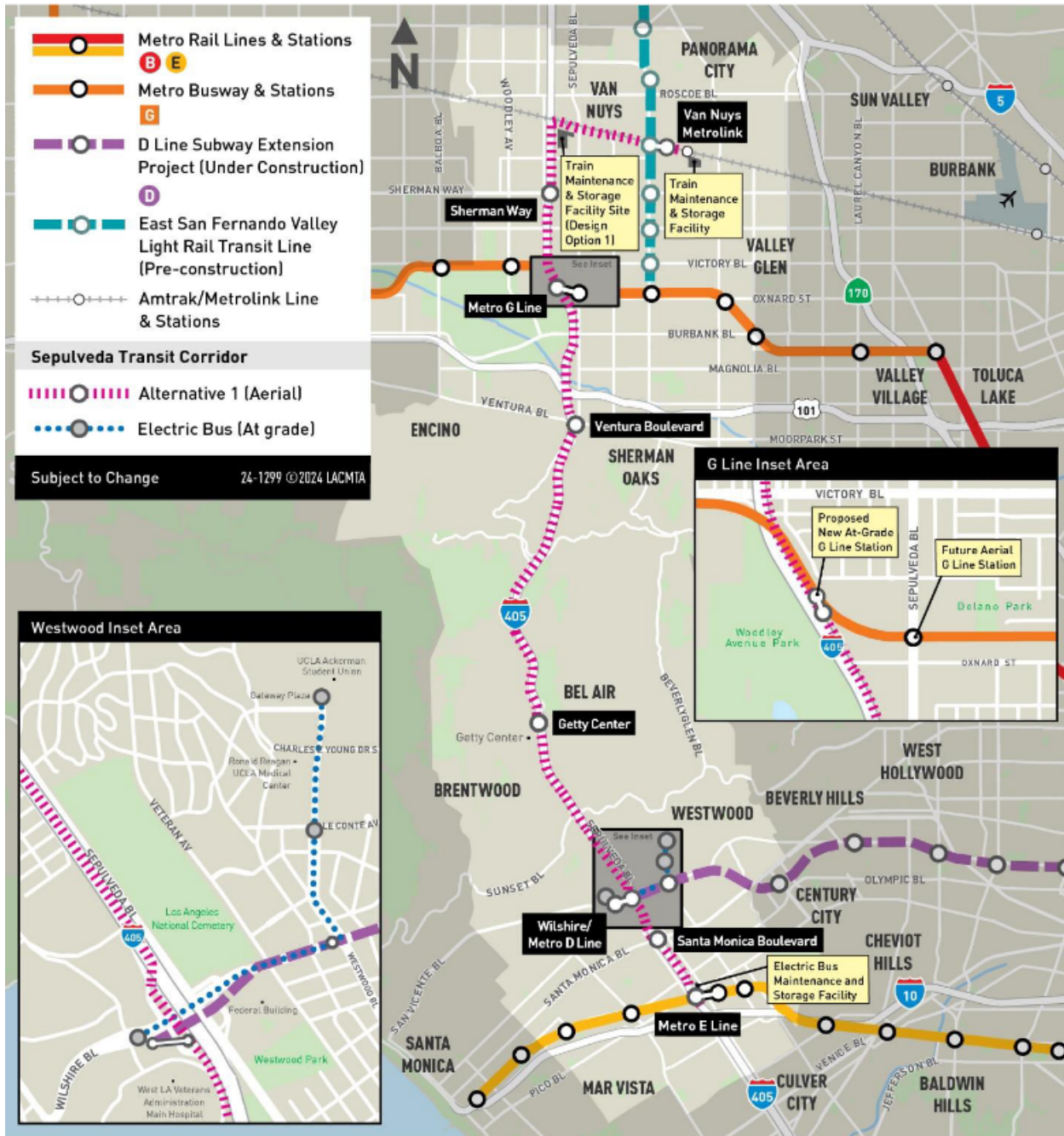
A draft environmental impact report has been released regarding the STCP, and comments on this report are due by August 30, 2025. Eight WRAC member councils have already passed this motion, and it was formally adopted by the WRAC this month. Passage of this motion in the MVCC would add another council supporting the WRAC's position letter which will be submitted before that date.

The WRAC further instructs that member councils are welcome to customize their motions in support by designating which heavy rail alternative(s) are preferred. The following discussion briefly describes and identifies each alternative. Alternatives 1 and 3 are monorail installments opposed by the WRAC, while alternatives 4, 5, and 6 are heavy rail installments supported by the WRAC. This information is pulled from the draft EIR, and more detailed information regarding the various alternatives can be found [here](#).

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**Alternative 1:** "Alternative 1 would be a 15.1-mile long MRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The monorail guideway would be entirely aerial and generally located within the I-405 ROW and then adjacent to the LOSSAN rail corridor tracks between I-405 and the Van Nuys Metrolink Station. Alternative 1 would have eight aerial monorail stations: Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, Getty Center, Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station."

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**Alternative 3:** "Alternative 3 would be a 16.1-mile long MRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The monorail guideway would be aerial for most of the alignment, with a 3.6-mile tunnel segment between the Getty Center and Wilshire Boulevard. The aerial alignment would generally be located within the I-405 ROW and then adjacent to the LOSSAN rail corridor tracks between I-405 and the Van Nuys Metrolink Station. Alternative 3 would have seven aerial monorail stations—Metro E Line Expo/Sepulveda,

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Santa Monica Boulevard, Getty Center, Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station—along with two underground monorail stations at Wilshire Boulevard/Metro D Line and UCLA Gateway Plaza."



**Alternative 4:** "Alternative 4 would be a 13.9-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be underground between the southern terminus and a portal south of Ventura Boulevard in the San Fernando Valley. Between this portal and



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Ventura Boulevard, the guideway would be aerial on the east side of I-405. North of Ventura Boulevard, the guideway would generally be located above Sepulveda Boulevard until curving southeast to parallel the LOSSAN rail corridor tracks. Alternative 4 would have four underground stations at Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, and UCLA Gateway Plaza, and four aerial stations at Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and the Van Nuys Metrolink Station."



**Alternative 5:** "Alternative 5 would be a 13.8-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Sepulveda

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Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be underground between the southern terminus and a tunnel portal east of Sepulveda Boulevard and south of Raymer Street in the San Fernando Valley. As it approaches the tunnel portal, the alignment would curve southeast and begin to transition to an aerial guideway along the south side of the LOSSAN rail corridor. Alternative 5 would have seven underground stations and one aerial station at Van Nuys Metrolink Station."



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**Alternative 6:** "Alternative 6 would be a 12.9-mile long HRT alignment operating between a southern terminus station adjacent to the Metro E Line Expo/Bundy Station and a northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. The alignment would be entirely underground through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley."





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## **THE MOTION:**

The Mar Vista Community Council, a member of the Westside Regional Alliance of Councils (WRAC) opposes the two proposed Monorail Options (Alternative 1 and Alternative 3) due to their significantly lower ridership projections and lower capacities, and their significantly slower speeds and longer travel times, and supports the proposed underground Heavy Rail subway mode of transportation through the Sepulveda Pass because it will carry significantly more passengers than the proposed Monorail mode of transportation. The Heavy Rail mode of transportation is described in the Draft Environmental Impact Report (DEIR) for the Sepulveda Transit Corridor Project, released by Metro on June 2, 2025, in the discussion of Alternatives 4, 5 and 6.

## **DIRECTED TO:**

- Los Angeles Metro Board of Directors
- Metro Sepulveda Transit Corridor Project Team
- Councilmember Traci Park, CD11

## **ACTION/VOTE COUNT:**

MVCC Board Meeting, August 21st, 2025

Motion of support moved by Director XXX, seconded by Director XXX

Motion of support approved by the MVCC Board XX-XX-XX