

RESOLUTION

RULES, ELECTIONS, INTERGOVERNMENTAL RELATIONS

WHEREAS, the Sepulveda Transit Corridor Project 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), is currently in the environmental review and early design phase, and will address one of the most heavily traveled and congested corridors in Los Angeles County; and

WHEREAS, after the preparation of a Draft Environmental Impact Report – which included a 90-day public comment period, five community meetings and five public hearings throughout the project area, 8,074 total comment submissions (of which 90.5% supported either a specific alternative or the overall project) – described five alternatives and analyzed environmental issues for each, Metro staff are proposing that the Metro Board of Directors adopt a “Modified Alternative 5” as the Locally Preferred Alternative for advancing the project; and

WHEREAS, the Sepulveda Transit Corridor Project as currently studied will see incredible benefits for riders and the region including, the creation of up to eight new stations, end-to-end travel times of as little as 18 minutes, peak train frequency of two and a half minutes, a direct connection to UCLA, direct connections to Metrolink, the East San Fernando Valley Transit Corridor, the Metro G, D, and E Lines, up to 775,000 fewer daily Vehicle Miles Traveled, up to 7 million gallons of gas used less annually, and around 58,000 MTCO₂e in Greenhouse Gas emission reductions per year; and

WHEREAS, according to a recently-commissioned study of the economic benefits of the Sepulveda Transit Corridor, the construction of the Project could generate between \$25-40 billion in economic output and up to 200,000 jobs in Los Angeles County; the ongoing operations of the new transit line could generate up to \$190 million in direct impact, \$44 million in tax revenue, and 750 jobs annually; and annual visitor spending from riders of up to \$1.76 billion at local shops, restaurants, and businesses, supporting up to 11,900 jobs annually and adding up to \$289 million in tax revenues throughout Los Angeles County; and

WHEREAS, Modified Alternative 5 combines the best aspects of Alternative 5 and Alternative 6, including the automated train technology and single-bore tunneling of Alternative 5, and the direct alignment of Alternative 6 from the East San Fernando Valley Transit Corridor to UCLA and the Westside and is supported by San Fernando Valley and Westside stakeholders; and

WHEREAS, Modified Alternative 5 also includes a phasing plan that includes an Initial Operating Segment from the Metro G Line to Metro D Line, which will enable the Sepulveda Transit Corridor Project to deliver the game-changing benefits of a train connection between the San Fernando Valley and Westside as soon as possible; and

WHEREAS, in light of the Metro Board decision to end the ESFV Light Rail Project at the Phase 1 terminus and instead providing the Phase 2 Sylmar connection through a transfer to Metrolink, which adds transfers for riders, the full scoped phase of the Sepulveda Transit Corridor from the Van Nuys Metrolink to the Metro E Line must be delivered in order to provide Northeast Valley residents convenience closer to what was promised in Measure M ; and

WHEREAS, both the Westside Council of Governments and the San Fernando Valley Council of Governments support Alternatives 5 and 6, the constituent components of Modified Alternative 5; and

NOW, THEREFORE, BE IT RESOLVED, that by the adoption of this Resolution, the City of Los Angeles supports the selection of ‘Modified Alternative 5’ as the Locally Preferred Alternative by the Metro Board of Directors, including the proposed phasing plan with an Initial Operating Segment from the Metro G Line to the Metro D Line, while reiterating our strong support for completing the entire project.

PRESENTED BY:

NITHYA RAMAN

Councilmember, 4th District

SECONDED BY:

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JAN 14 2026

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