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August 14, 2025

Mr. Peter Carter
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-6
Los Angeles, CA 90012
Email: sepulvedatransit@metro.net

Re: Comments on Draft EIR for Sepulveda Transit Corridor Project – Opposition to Alternative 1; Support for Alternatives 3, 4, and 5; Inclusion of Getty Center and Sepulveda Pass Station

Dear Mr. Carter:

The Brentwood Homeowners Association (BHA) represents approximately 4,500 single family homes and condominiums north of San Vicente Blvd to the Santa Monica Mountains, west of the 405, and east of Canyon View Drive.

Brentwood already suffers from some of the worst traffic congestion in Los Angeles, with Sunset Boulevard, San Vicente Boulevard, and the I-405 interchange routinely gridlocked during both peak and off-peak hours. Our neighborhood serves as a major regional cut-through between the San Fernando Valley, the Westside, and Pacific Coast Highway—yet its streets were never designed to absorb this level of demand. Residents contend daily with long delays, spillover traffic into residential streets, unsafe conditions for pedestrians and cyclists, and limited emergency vehicle mobility. In this context, any project element that could further exacerbate congestion, divert more cars into neighborhood streets, or reduce freeway access must be carefully scrutinized and avoided.

Opposition to Alternative 1

We strongly oppose **Alternative 1**, the aerial monorail alignment largely within the I-405 median with an electric bus connection to UCLA. This option is the least effective in meeting the region's transit needs and would have disproportionate negative impacts on Brentwood.

- **Ramp Removal & Local Traffic Impacts:** The proposed elimination of the Sunset Boulevard southbound I-405 on-ramp would force all southbound freeway-bound vehicles to turn left on Church Lane, overwhelming a narrow, local street that is ill-suited for high traffic volumes. This change would cause severe queueing at Sunset/Church, spillback congestion on Sunset Boulevard in both directions, increased cut-through traffic in residential streets, and heightened risks for pedestrians and cyclists. Emergency vehicle access to the freeway could be delayed, compromising public safety.
- **Inadequate Connectivity:** The reliance on a bus connection to link the monorail to UCLA and the D Line station at Westwood undermines seamless transit integration and discourages ridership.

- **Lower Capacity & Speed:** Compared to heavy rail options, the monorail alternative offers slower travel times, less capacity, and reduced long-term utility for the corridor.
- **Visual & Noise Impacts:** Elevated freeway-median stations are inherently less accessible, noisier, and visually intrusive, impacting the quality of life in adjacent neighborhoods.

Support for Alternatives 3, 4, and 5

We strongly support Alternatives 3, 4, and 5, the heavy rail options, for the following reasons:

- **Direct UCLA & D Line Connection:** These alternatives include a station directly at UCLA and a direct connection to the Westwood/UCLA D Line station—eliminating the need for inconvenient transfers and ensuring that students, faculty, hospital staff, and visitors have a one-seat ride from the Valley to the Westside and beyond.
- **High Capacity & Speed:** Heavy rail provides substantially greater passenger capacity than monorail options, with travel times between the Valley and Westwood as short as 14 minutes—making transit competitive with, and often faster than, driving on the I-405.
- **Ridership & Environmental Benefits:** According to the DEIR, Alternatives 3, 4, and 5 are projected to attract far more riders than aerial monorail options, significantly reducing vehicle miles traveled (VMT), cutting greenhouse gas emissions, and easing congestion on one of the busiest freeway corridors in the country.
- **Community and Aesthetic Fit:** By placing most of the alignment underground, these heavy rail alternatives preserve the scenic character and livability of communities like Brentwood. There are no elevated structures along residential streets, and construction impacts can be better managed through tunnel boring rather than extensive freeway-median work.
- **Future-Proof Investment:** Heavy rail's speed, reliability, and integration into the broader Metro Rail network make it a generational investment that will serve Los Angeles for decades. This infrastructure will be capable of adapting to growth in both population and transit demand without the bottlenecks inherent in lower-capacity systems.

We do not support Alternative 6 of the heavy rail options because Alternatives 4 and 5 provide stronger network connections, higher ridership, and better value for investment than Alternative 6. Given the superior ridership, station locations, and cost-efficiency of 4 and 5, these options are better aligned with community and regional transit goals than 6.

Support for Inclusion of the Getty Center as a Station

- **The Getty Is a Regional Destination of National Importance:** The Getty is one of Los Angeles' most important cultural and educational institutions, drawing more than 1.5 million visitors annually from across the region, the nation, and the world. It is a year-round trip generator that would significantly strengthen ridership on the Sepulveda Transit Corridor during both peak and off-peak hours, supporting operational efficiency and long-term passenger fare recovery.
- **Traffic Relief for the 405 Corridor:** Currently, the Getty is accessible almost exclusively by private vehicle, contributing to congestion along one of the most overburdened segments of the I-405

corridor. Providing a direct transit connection would meaningfully reduce tourist and charter bus traffic, alleviate parking demand, and improve traffic flow at the Sepulveda Pass.

- **Equity and Accessibility:** It would also advance Metro's equity goals by ensuring that students, seniors, and residents who do not own a car can access the Getty's free admission, educational programs, and public resources.

Value of a Sepulveda Pass Station

A station in the Sepulveda Pass—whether serving the Getty, surrounding employment centers, or recreational areas—would provide a vital mid-point connection between the San Fernando Valley and the Westside. This location serves as a natural transit hub for regional trips, offering:

- **Regional Connectivity:** Direct access to cultural, recreational, and educational destinations for riders from both sides of the pass.
- **Traffic Relief:** The pass is one of the most congested freeway segments in the nation. A station here would intercept vehicle trips before they enter gridlock, reducing demand on both the freeway and local streets.
- **Emergency Resilience:** In the event of major freeway closures or natural disasters, a station in the pass would provide an essential alternative travel option between regions.
- **Off-Peak Ridership:** Attractions and trailheads in the pass generate consistent weekend and off-peak travel demand, improving overall system utilization.

Conclusion

The Sepulveda Transit Corridor is a once-in-a-generation opportunity to improve mobility between the Valley and the Westside while enhancing equity, environmental sustainability, and cultural access. Metro must reject Alternative 1, with its inherent shortcomings and harmful local impacts, and instead select a heavy rail alternative—specifically Alternatives 3, 4, or 5—as the Locally Preferred Alternative. These alternatives not only offer superior speed, capacity, and connectivity but also make it possible to integrate a station serving both the Getty Center and the Sepulveda Pass—delivering maximum regional benefit while protecting neighborhood livability.

We appreciate the opportunity to provide these comments and urge Metro to make decisions that fully realize the potential of this transformative project.

Sincerely,

Thelma Waxman

Thelma Waxman
President

cc: Fernando Dutra, Chair, Metro Board

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