

Comparison of Alternatives

Details for each transportation
mode/transit technology

2025



	Alt 1 *	Alt 3	Alt 4	Alt 5	Alt 6
Technology	Automated Monorail	Automated Monorail	Automated Heavy Rail	Automated Heavy Rail	Driver-Operated Heavy Rail
Alignment	Aerial	Aerial Underground	Aerial (n. of Valley Vista) Underground	Aerial (n. of Raymer) Underground	Underground
Length (miles)	15.1	16.1	13.9	13.8	12.9
Stations	8	9	8	8	7
Connection to UCLA	Electric Bus	Station under campus	Station under campus	Station under campus	Station under campus

**Alternative 1 also includes an E-bus between the Metro D Line Westwood/VA Hospital Station and UCLA Gateway Plaza.*

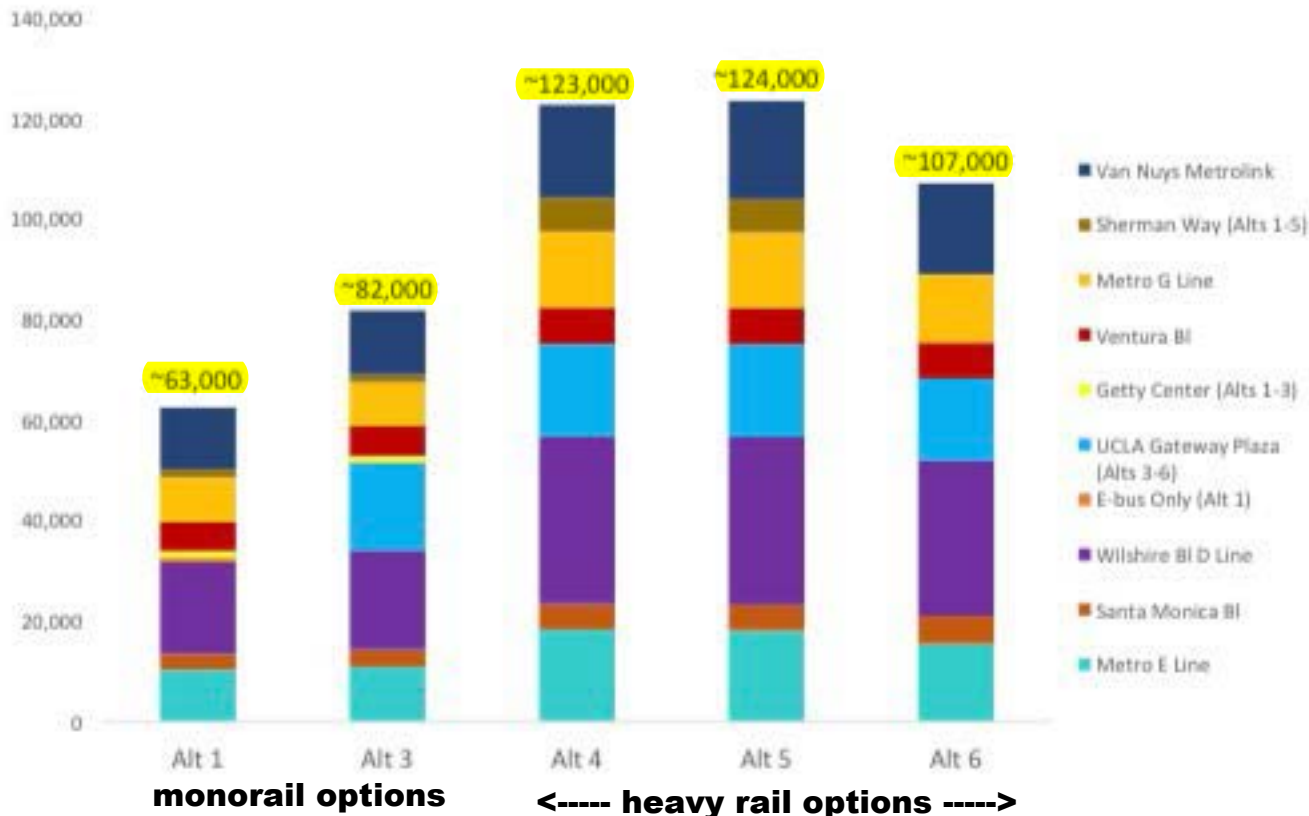


Note that Alternative 1 has no direct connection to the UCLA Campus and is not supported by WRAC.

Project Benefits: Increase in **Transit Ridership** Results in Health & Environmental Benefits

2025

- > Fewer people driving means improvements to:
 - Air quality
 - Health
 - Traffic
 - Traffic safety
- > All alternatives perform similar to or better than Metro's busiest rail lines today
- > Wilshire Blvd/D Line Station busier than today's 7th & Metro in DTLA
- > UCLA Station becomes Metro's busiest non-transfer station



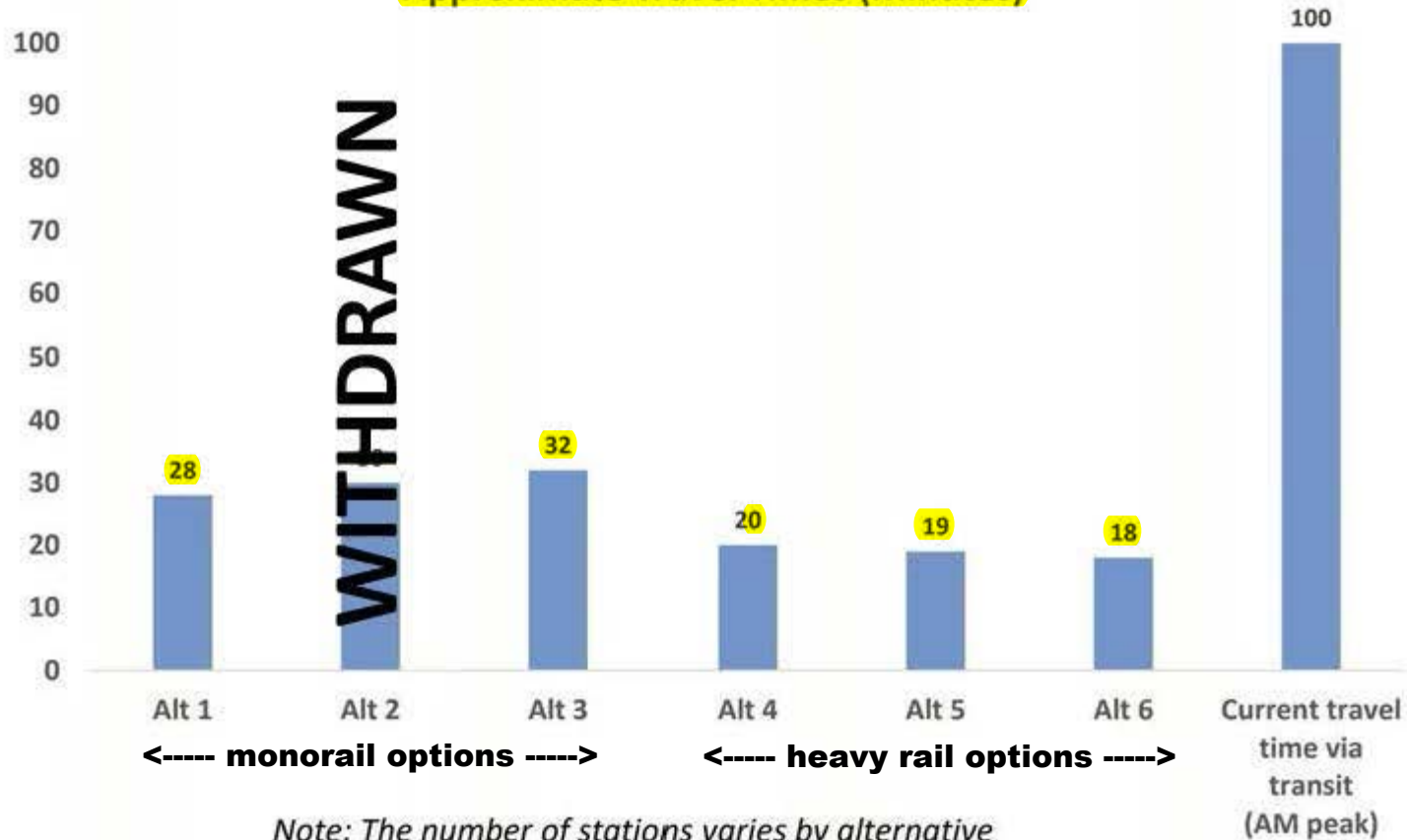
Heavy Rail ridership (Alternatives 4, 5 & 6) is greater than Monorail ridership (Alternatives 1 & 3)

End-to-End (Van Nuys Metrolink to E Line) Travel Times

2023

On average, travel by Heavy Rail is 11 minutes faster than travel by Monorail.

Approximate Travel Times (Minutes)

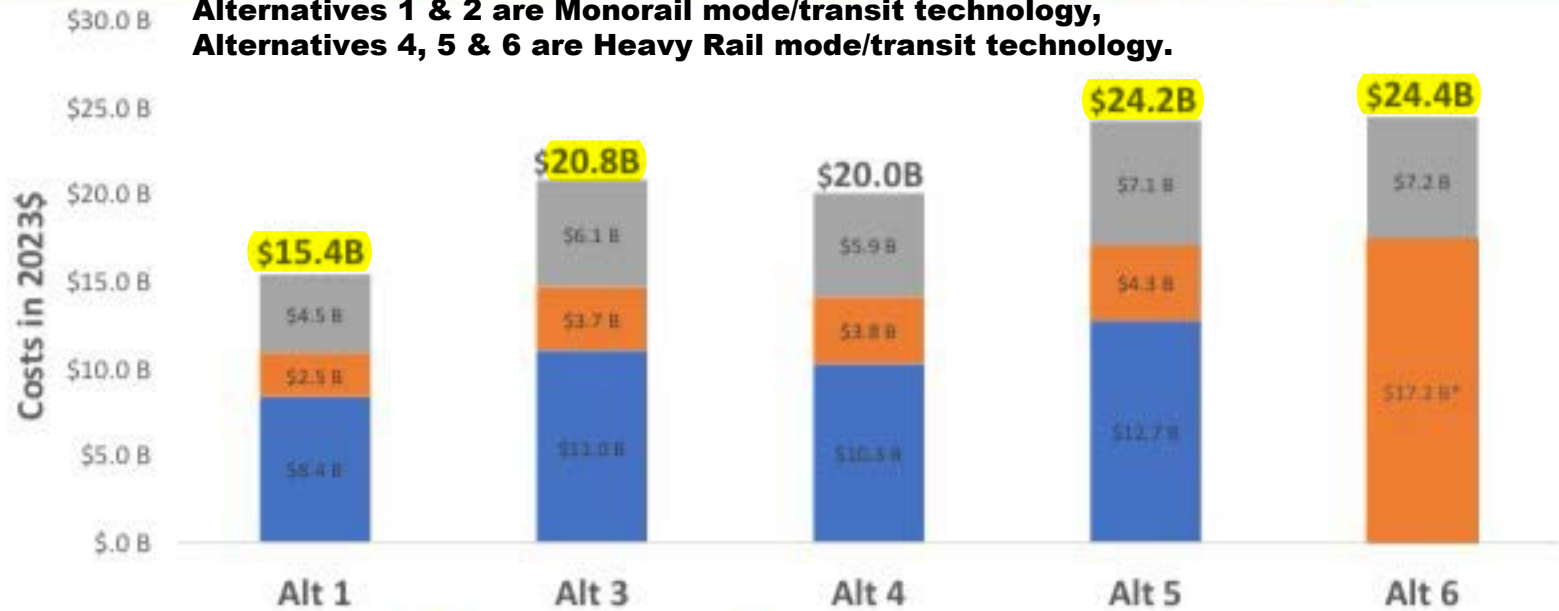


Note that Alternative 2 is no longer being considered - LA Skyrail Express requested removal.

Preliminary Capital Cost Estimates (at 15% Design)

2025

**Alternatives 1 & 2 are Monorail mode/transit technology,
Alternatives 4, 5 & 6 are Heavy Rail mode/transit technology.**



With a public-private partnership (P3) delivery, capital costs are divided into three types:

■ P3 Developer Managed

- Construction – Materials, labor and equipment
- Vehicles – Monorail or heavy rail vehicles
- Final design and project management

■ Metro Managed

- Right of Way (ROW) – Property acquisitions, easements, temporary use
- Project oversight from initial planning through operations

■ Contingency

- Based on current preliminary level of design (~40% of other costs, based on federal guidance)

*For Alt 6, all costs would be managed by Metro, not a developer