



LA SkyRail Express (LASRE)

Sepulveda Transit Corridor PDA

Congressman Brad Sherman Project Briefing

08/25/22






Simulated rendering of the Monorail within the I-405 median

LA SkyRail Express (LASRE)

Contractor:  **LA SKYRAIL EXPRESS™**

Equity Members: **John Laing**  **BYD**
making infrastructure happen BUILD Your Dreams™

Lead Construction Contractor: **SKANSKA**

Vehicle and Systems Supplier, System Integrator, O&M Co-Lead:  **BYD**
BUILD Your Dreams™

Lead Engineer: **HDR**

Structural Engineer **INNOVA**

Architect **Gensler**





Project Goals and Objectives

- Improve Mobility
- Improve Accessibility and Promote Equity
- Support Community and Economic Development
- Protect Environmental Resources and Support a Sustainable Transportation System
- Provide a Cost-Effective Solution and Minimize Risk
- Enhance Resiliency





SkyRail Monorail Rapid Transit

- Straddle-Type on Guideway Structure
- Fully Automated
- High-Capacity
- Stations facilitate modal and system transfers
- Maintenance Facility and Operations Control Center
- Similar service proven urban rapid-transit systems in Tokyo, São Paulo, Cairo, and Bangkok



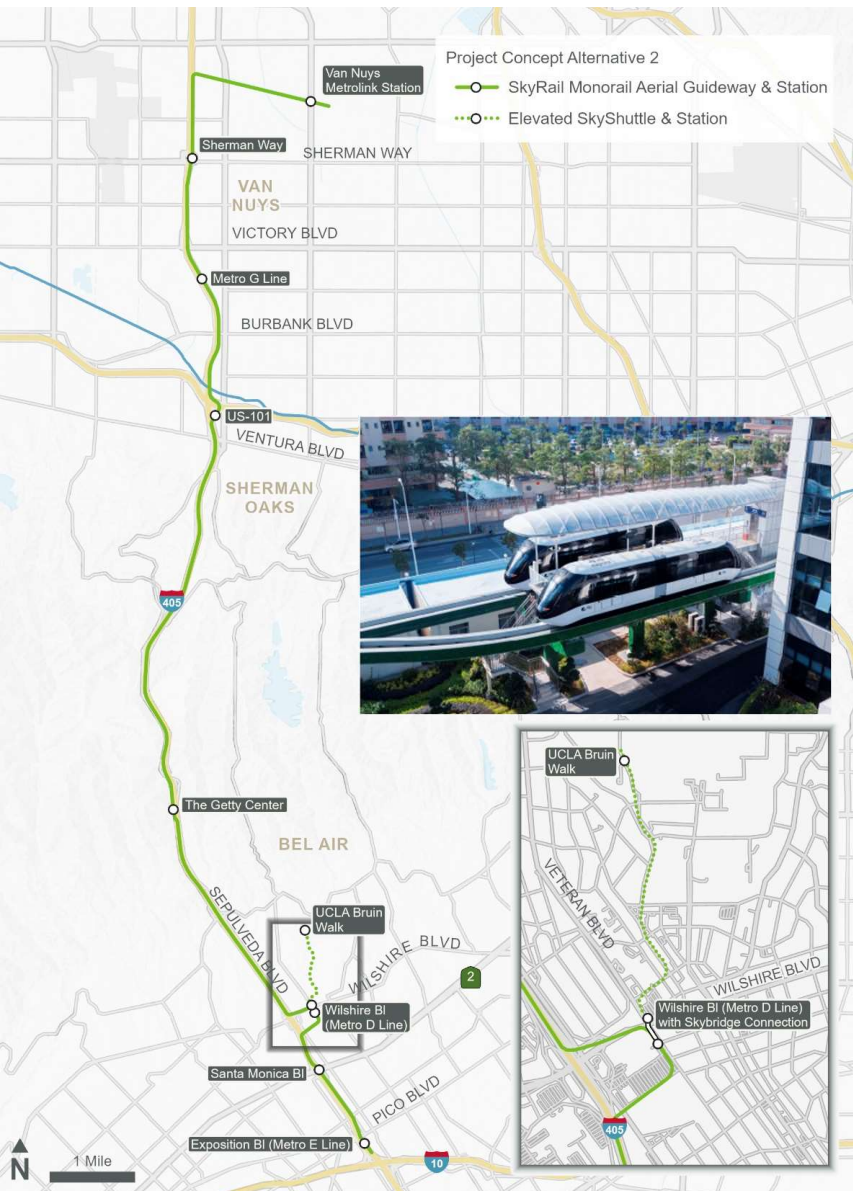


Alternative 1 (Baseline)

Monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA

- Approx. Length: 15 miles
- Mode: Aerial Monorail Line
- First/Last Mile (FLM): UCLA Electric Bus Connection
- 8 Proposed Monorail Stations
- Bus Maintenance Facility



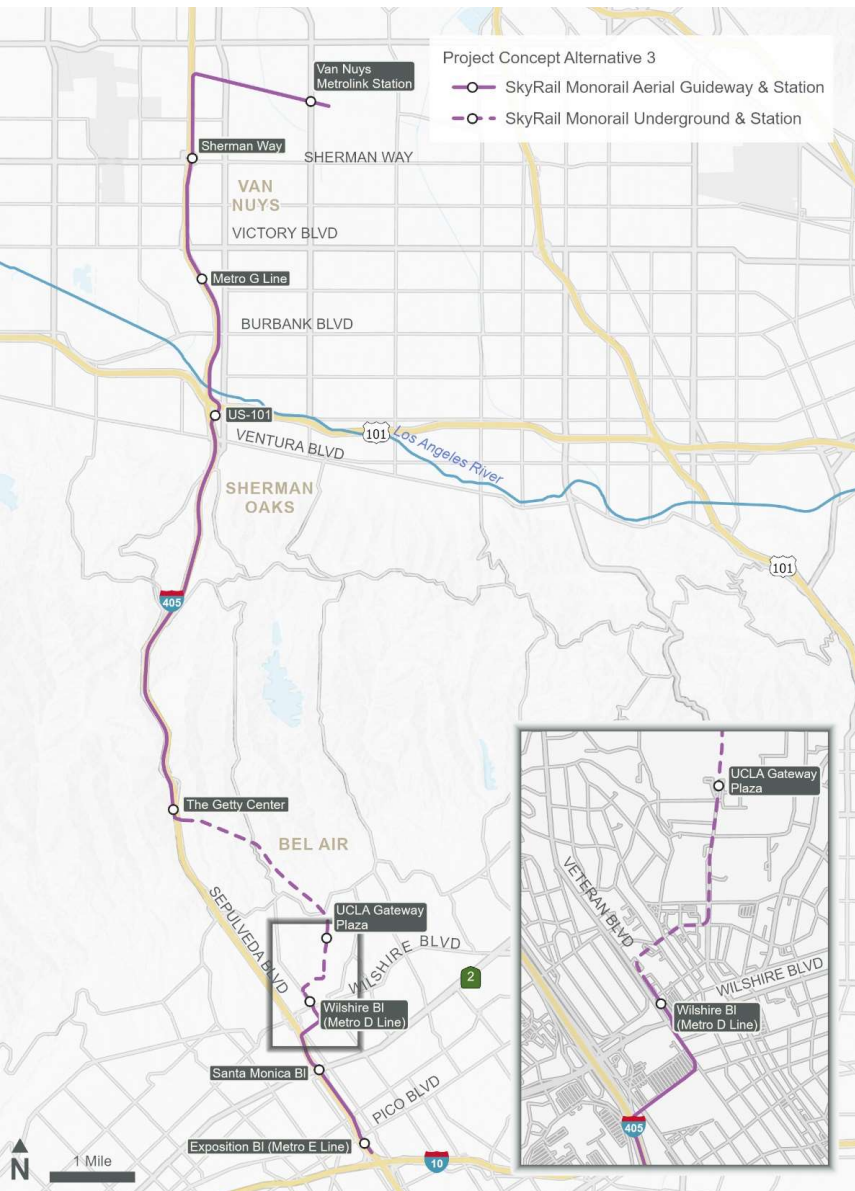


Alternative 2

Monorail with aerial alignment in I-405 corridor & aerial automated people mover connection to UCLA

- Approx. Length: 15 miles
- Mode: Aerial Monorail Line
- SkyShuttle System (APM) Connection to UCLA
- 8 Proposed Monorail Stations, 2 SkyShuttle Stations
- SkyShuttle Maintenance Facility

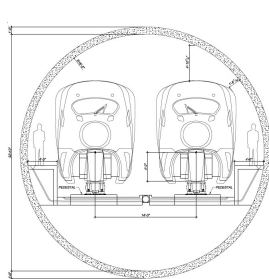




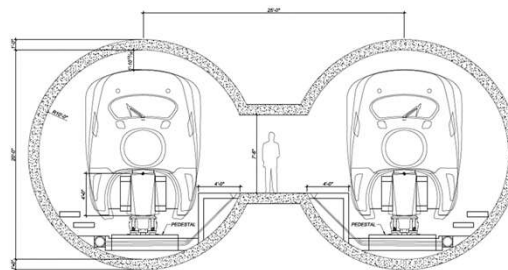
Alternative 3

Monorail with aerial alignment in I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard

- Approx. Length: 15 miles
 - 0.89-mile elevated guideway & 3.23-mile tunnel for UCLA
- 9 Proposed Monorail Stations
 - UCLA Luskin Center Station (underground)
 - Metro D (Purple) Line Station (elevated station above UCLA Lot 36)
- Tunnel configuration (single-or dual-bore) TBD



Single-Bore (N.T.S)



Dual-Bore (N.T.S)



Station Concepts – SkyRail Guiding Principles

- **Improve mobility** by creating seamless and convenient connections to existing Metro system stations and destinations;
- Deliver **world-class station designs**, building on Metro systemwide station standards;
- Locate stations to **support community and economic development**, and enhance community context;
- **Elevate customer experience** by maximizing natural light, air and views and minimizing noise pollution;
- **Enhance passenger safety** with additional platform design elements, such as platform screen doors and extended canopy coverage;
- Maximize **service life and maintainability** of all station elements, and implement sustainable and resilient strategies;
- Augment **accessibility and equity** by enabling robust First/Last Mile improvements.

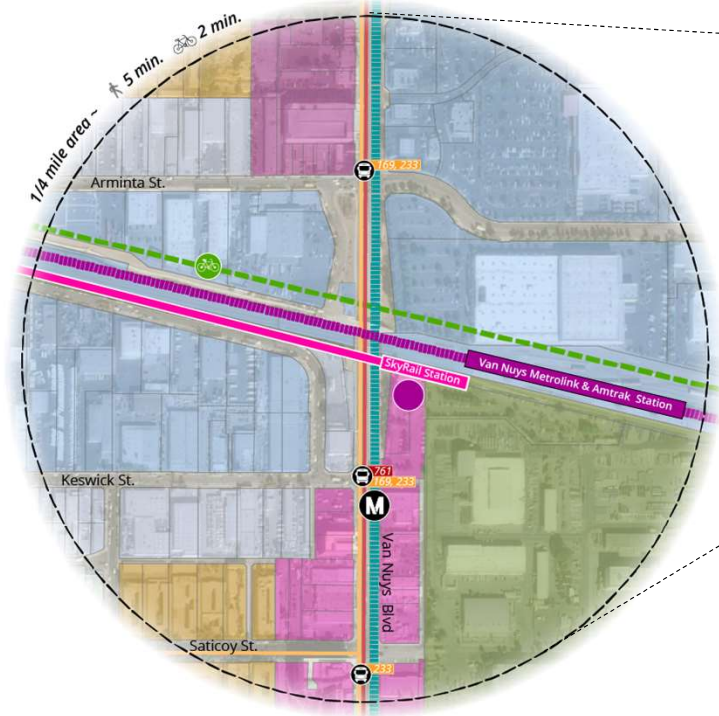


Stations

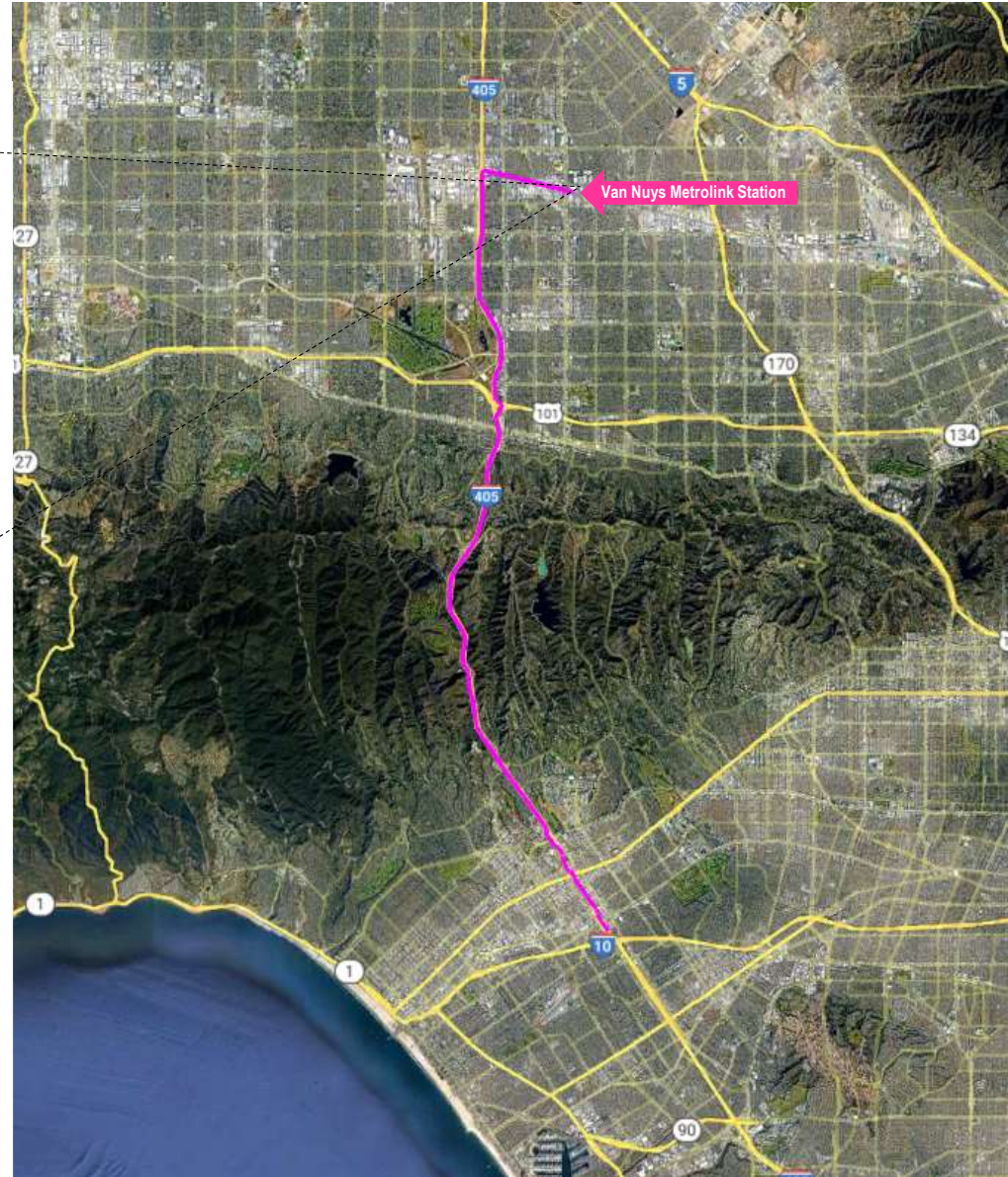
- Exposition Boulevard (Metro E Line)
- Santa Monica Boulevard
- Wilshire Boulevard
- Getty Center
- US-101 (Galleria Mall)
- Metro G-Line
- Sherman Way
- Van Nuys Metrolink
- UCLA (Underground for Alternative 3 only)



Van Nuys/MetroLink Station - Location Map



- | | | |
|--------------------------------------|-------------------------------------|---------------------------------|
| Land Use | Transit | |
| Regional Commercial | Proposed SkyRail Alignment | Metro Rapid Bus Line |
| General Commercial | Metro ESFV Light Rail Alignment | Metro Local Bus Line |
| Multiple Family - Medium Residential | Metrolink & Amtrak Alignment | Proposed Metrolink Bicycle Path |
| Industrial-Light Manufacturing | ESFV Metro Light Rail Station | Bus Stop |
| Industrial-Limited Manufacturing | Metrolink & Amtrak Station Entrance | |
| Public Facilities | | |



Van Nuys/Metrolink Station





Q&A





Disclaimer:

Because Metro has not completed a CEQA review, the information contained herein does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required under CEQA. Metro retains the absolute sole discretion to make decisions under CEQA, which discretion includes, without limitation (i) deciding not to proceed with the Project (known as the “no build” alternative) and (ii) deciding to approve the Project. There will be no approval or commitment by Metro regarding the development of the Project, unless and until Metro, as the Lead Agency, and based upon information resulting from the CEQA environmental review process, considers the impacts of the Project.

*For official information regarding the Project, please visit Metro’s project website:
<https://www.metro.net/projects/sepulvedacorridor/>*

