

## Sepulveda Transit Corridor Project PDA LASRE Briefing – Westside Neighborhood Council Stakeholder Meeting Minutes

### Meeting Information:

Date:	Time:
January 11, 2024	6:00 PM – 8:00 PM
Location:	Call Info:
Zoom Call	Join the Meeting Online at <a href="https://us02web.zoom.us/j/87366448909">https://us02web.zoom.us/j/87366448909</a>  Dial Toll-free number (877) 853 5257 to join the meeting and enter/dial the Webinar ID/:87366448909 when prompted, press # (pound) twice to enter the meeting. When in the meeting, if you want to raise your hand for Public Comment, dial *9 (star-nine) to raise your hand when you are in the meeting.

### Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Michael Hoghooghi - Project Manager
Eimon Smith – Metro PgM Support	Girair Kotchian – Design Manager
<i>(for observation only)</i>	Mark Waier – Project Communications
Community Stakeholders	
Terri Tippitt – Chair	Vicki Curry – Board Member
Lisa Morocco - Vice-Chair	Barbara Broide – Board Member
Jane Wishon – Parliamentarian	Sean McMillian – Board Member
Shannon Burns - Treasurer	Galina Atencio – Board Member
Jae Wu – Board Member	Margaret Gillespie – Board Member
Jeff Hronek – Board Member	Lindsay Shea – Board Member
Louis Schillace – Board Member	Joseph Roth – Board Member

**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/>*

**Agenda:**

**A. Briefing Items**

**1.0 Introductions**

**2.0 Briefing:** LASRE presented a slide show detailing the following MRT information:

- Project Overview
- Monorail/SkyRail Overview
- Alignment Alternatives
- Station Concepts
- Why LASRE is proposing SkyRail

**3.0 Q & A:** After the LASRE team presented, the Chair asked for speakers to raise their hands and identify themselves. The Chair opened it for public comment at 7:49 pm and had 11 speakers.

**Chair:** How many people can you put in a car?

LASRE response: About 100 passengers per car, up to 8 cars can be connected to meet increased demand, if needed.

**Chair:** We know what light rail cars are, how are they comparable?

LASRE response: SkyRail cars are slightly bigger.

**Chair:** How does this hold up in an earthquake?

LASRE response: Modern monorails are designed to meet all the seismic regulations for the Los Angeles area; there are operating monorails in high seismic areas like Japan.

**Jane:** You stressed how quickly this can be built, and we have all stressed the importance of building a station on the UCLA campus, which we appreciate, but how long does tunneling for Alt. 3 add to the construction timeline?

LASRE response: The longest time will be boring the tunnel of Alt 3. We don't have a schedule at this point but know that the small section of underground alignment can be built concurrently with the rest of the elevated guideway.

**Genevieve Kelly:** Can you share more details about the alignments?

LASRE response: Metro website is the best source of information for the project.

**Nick Andert:** I have a question about capacity. 14,000 was the original passengers per hour per direction (pphpd) and then Michael stated a different number on the KTLA interview. So, what is the number?

LASRE response: Metro's contract with the developers cites 12,000 pphpd, which is the forecasted ridership demand for the project. LASRE took the liberty to build a line that allows for up to 24,000 pphpd. Ultimately, we will design to what the client needs and wants. There are no capacity limitations within the confines of the STC project on the monorail technology.

**Jeff:** I like the idea of the monorail. You mentioned the cars are on tires. How much are these tires and how often do you change them?

LASRE response: They are a very specific type of tires. They have a solid core and can run flat. They can have a service life up to 100k miles. Over the life cycle of the project, the required maintenance is very low to comparable technologies. The life-cycle cost for the maintenance for the project is part of the Public Private Partnership (P3) contract; thus, these costs are estimated up front by the contractor so there would be no surprises for Metro over the course of our contract.

**Barbara:** It would be interesting to see comparisons between the monorail and underground. Mulholland Dr. is also an important destination and so there should be a station here. Where would the cars be manufactured?

LASRE response: They would be manufactured here in Lancaster by union labor in our factory.

We are not locating a station at Mulholland Drive; the stations were selected to maximize connectivity with existing transit lines to maximize ridership. Some station locations were stipulated by Metro.

Metro has provided the anticipated travel times for each alternative on their website, please check their website for that comparative information.

**Chair comment:** I think personally that the Getty stop is more important than the Mulholland Drive stop.

**Jan Yonan:** What is the overall experience as a rider? Can you talk about what the pedestrian experience will be like getting around the stations?

LASRE response: The intent here is to provide a quick transfer from one mode to the other and the station context area has been selected for walkability and would meet all ADA standards.

**Michael Olvera:** How did you all define a catchment area for a station in your modeling for ridership?

LASRE response: The catchment area of any station depends on how you feed the stations with first/last mile solutions. Metro's model heavily favors travel time.

**Eric:** I do not own a car. Why is this project prioritizing the Getty over UCLA?

LASRE response: The project is not prioritizing UCLA over the Getty as all three monorail alternatives would serve both locations. Monorail Alternative 3 serves both locations with a one-seat ride, which increases convenience for passengers. The Getty serves an important connection to our city. There are as many people that visit the Getty annually as the LA Convention Center.

**Janice Cohen:** How long will this take for construction?

LASRE response: Metro is currently evaluating the length of construction as part of the environmental process. The construction timeframes are not available at this time.

**Kalani Whittington:** Are you affiliated with Hitachi Rail in Hawaii and if so, what are you going to do to prevent the cost overruns? And how will this meet ridership projections?

LASRE response: We are not affiliated with Hitachi Rail; this is a different vehicle and different manufacturer.

There is very little risk for cost overruns because this is a P3 contract. LASRE will commit to the maintenance and operational costs for the 30-year concession period per the P3 contract.

Keolis is the operator for the LASRE team; they operate over 400 projects internationally and many of them are driverless trains.

**Kin Tsang:** Can you compare subway to monorail in terms of cost and construction?

LASRE response: They are two different types of technologies. Typically, in a project like this, there are multiple types of technologies that work. In this very mature urban environment, a monorail works well. Monorails shine because they can be constructed above ground quickly and they can go underground as well. Monorails are extremely flexible in terms of curves and navigating tight turns.

We are extremely sensitive that there are differing opinions considering costs, time of constructions, walkability, etc. Our solution is a tailored solution for this corridor.