

Sepulveda Transit Corridor Project PDA LASRE Briefing – LA Councilperson Traci Park Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
February 16, 2024	10:00 AM – 11:00 AM
Location/Call Info:	
Zoom: https://us06web.zoom.us/j/85401263156?pwd=I5yUL9jWgUjyjlbgHazQ1PbiR8aDVi.1	

Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Alan Bingham – Metro PgM Support	Trevor Daley – Project Communications
	May Song – Project Communications
Community Stakeholders	
Jacob Burman, Sr. Advisor, Councilmember Traci Park	

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:** Alan Bingham and Nikhil Damle introduced themselves as Metro PgM observers on the call and read the Metro disclaimer at the beginning of the meeting. Jacob Burman introduced himself as a senior advisor for Councilmember Traci Park and he shared that he has an environmental / transportation background from working as the Deputy Director at Transportation Energy Partners; Mr. Burman shared that he grew up in the Valley and is interested in the proposal for the project.
- 2.0 Briefing**
- Project Overview
 - Monorail/SkyRail Overview
 - Alignment Alternatives
 - Station Concepts
 - Why LASRE is proposing SkyRail
- 3.0 Q & A:** Mr. Burman had several questions, as follows:
- How long is the estimated construction time? LASRE responded that we don't have exact timelines yet but we know that building above ground is going to be much quicker than tunneling because it can be built in multiple sections at the same time. A more defined construction timeline will come out after the environmental review process is completed.
 - Do you have a comparable estimate of how long it would take to go from one terminus of the line to the other? LASRE responded that Metro has released a study showing the comparable ride times on the various alignments. The monorail has more curves and one additional station so it will be a longer ride than the underground route; however, the additional length of time is minimal.
 - Do we know the estimated cost of the project? LASRE responded that at this time we're not allowed to dive into the cost due to the PDA. The costs will become part of the overall review when the Metro Board makes a decision on the various alternatives.
 - Is SkyRail pursuing opportunities to talk with constituents? LASRE responded that this is absolutely part of the process. We're having meetings with stakeholders through the end of May. For example, we've met with the Brentwood Community Council, Westside Neighborhood Council, and Sherman Oaks Neighborhood Council. If there are any stakeholders you recommend us talking to, we're happy to set up those meetings.
 - Has SkyRail had any stakeholder meetings with those who would be impacted by Alternative 3? LASRE responded yes; for example, we had a meeting with Brentwood Community Council, which is a community organization that represents many different HOAs in the area. The organization members expressed how they want congestion relief on Sunset Blvd. Some members expressed concern about eminent domain and LASRE reassured them that this alignment is following the 405 and that LASRE wants to minimize eminent domain as much as possible.

- It may be hard for first responders to respond to situations on the rail. What are the measures set up to address something like a stuck train in between stations? LASRE responded that monorails are very safe systems and redundancies are in place for emergency situations. For example, a battery backup is on all trains. The intent is that if the electricity goes out, the battery will act as the power source to move the train to the next station. Another option is for an emergency train to connect the two, allowing passengers to walk through and return to a station. Also, SkyRail meets or exceeds all seismic standards, so there's no real concern there.