Sepulveda Transit Corridor Project PDA
LASRE Briefing – Brentwood Community Council Stakeholder Meeting Notes

Meeting Information:

Date:	Time:
December 11, 2023	5:30 PM – 7:00 PM
Location:	**Call Info:**
Zoom Meeting	Join Zoom Meeting https://us02web.zoom.us/j/9640720512?omn=81830004981 Meeting ID: 964 072 0512 One tap mobile +16694449171,,9640720512# US +16699006833,,9640720512# US (San Jose

Invitee List:

Metro	LASRE Project Team
Eimon Smith, Metro PgM (Consultant)	Michael Hoghooghi - Project Manager
	Girair Kotchian – Design Manager
	Huey Yann Ooi – Deputy Design Manager
	Mark Waier – Project Communications
Community Stakeholders	Shesi Xie – CFO, Financial and Commercial Lead
Carolyn Jordan, Chair Brentwood Comm Council	Andrew Carlton- Financial Management

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

Michael Hoghooghi, Girair Kotchian, Shesi Xie (LASRE) and Eimon Smith (Metro) introduced themselves to the Brentwood Community Council via Zoom. Carolyn Jordan, Kathleen Flanagan, Cori Soloman, Teri Kahn, Debbie Nussbaum board members from the Brentwood Community Council introduced themselves. Steve Sann from the Westwood Community Council also provided an introduction.

Mark Waier opened the meeting and explained that LASRE is conducting outreach with organizations along the corridor and that LASRE is a consortium currently under a Predevelopment Agreement (PDA) with Metro. The P3 delivery model shares risk and expertise between the public and private sector. Mark explained that the visuals in the slide deck are artistic renderings of monorail and may not reflect actual construction renderings of the Sepulveda Pass. However, the station renderings in the presentation are a good representation of LASRE's station concepts.

2.0 Briefing

Project Overview

Michael Hoghooghi mentioned that the materials presented will be made available to the community after this meeting. He explained that everyone on the LASRE team has been involved and are experienced with transit projects of this magnitude. Some members of the LASRE team include JL, BYD, Innova, HDR, Skanska, Keolis, who are world renowned firms with local presence to develop the project. The LASRE team also consists of many local DBE firms.

Michael explained that Metro's PDA process is intended to allocate the risks to the entity best able to manage them and it is also used to extract public sector innovation and expertise. Michael then asked Brentwood Community Council (BCC) if they have any initial questions or concerns.

Carolyn Jordan asked:

- Whether LASRE's proposal will include a stop at UCLA or a transfer
- How the project will interface with the 405 and if there be construction concerns
- Will property be needed adjacent to the 405 for the project. Brentwood Glen is very concerned that some properties will be acquired.

Michael explained that he will be sure Carolyn's questions are to be answered during the presentation. Michael explained that the project is currently in the environmental review process and at the end of the process, Metro will chose a Locally Preferred Alternative (LPA).

Monorail/SkyRail Overview

Michael explained that LASRE is advocating a straddle-type monorail for this corridor. He noted that LASRE has considered many factors in its designs including capacity demand and the particularities of delivering the project in a dense urban environment like Los Angeles. He explained that Monorail can be inserted into a city that is developed with a corridor that is contained by development. After considering these factors, a cost-effectiveness trade off assessment was conducted to determine be best technology to use. For comparison, if at grade is the least expensive technology at $1, elevated would comparably cost $3-$4, and tunneling would be the most expensive comparably at $10.

Michael explained that there are 60+ monorail systems that are in-service or are being built around the world. Benefits of monorail include the ability to negotiate tight curves, have a very light footprint – easier insertion into the urban environment, and is more sustainable relative to other modes of public transit. Michael explained that LASRE's design far exceeds the ridership demand given by Metro and LASRE is not capacity constrained by technology. LASRE's current designs can handle 50k passengers per hour per direction while the I-405 only moves 1,600 to 2,000 vehicles per direction per hour. Being elevated, LASRE can also build multiple segments concurrently, which improves construction time and disruption to the corridor.

Michael explained that a monorail system would integrate into a multimodal approach and will seamlessly tie into existing metro networks. Metro has many east/west lines, and this will be the missing north/south link. Furthermore, LASRE can tailor headways to increase capacity and SkyRail's automated system will maintain train timeliness. It is currently anticipated that LASRE will be operating at 2 min peak frequencies with 8 car walk-through trains where passengers can easily walk through the entire train to balance the load. Initially the project will start with 6 cars for an anticipated peak demand of 14k PPHPD. Each train consist has the capacity to hold roughly 100 passengers.

Alignment Alternatives / Station Concepts

Girair explained LASRE's alternatives, which are Alt 1, 2, and 3. The monorail alternatives represent 3 of the 6 alternatives under review by Metro. All 3 LASRE alternative connect to UCLA and LASRE is studying the various options for how to get there. For all LASRE Alternatives, SkyRail will be predominantly in the median of the 405 from Wilshire to Mulholland. LASRE is trying to minimize impact outside the construction corridor by staying w/in the CalTrans ROW and the freeway and minimizing impact to private property and local businesses. LASRE is looking to get cars off the road and provide reliable journey times, which will inherently reduce vehicle emissions.

Girair explaining the alignment that Alternative 1 proposes from the VA a rapid bus connection to UCLA with a mid-stop in the Westwood Village. Alternative 2 will go around the GSA property and provide an automated people mover connection with stops at Westwood Village and UCLA. Alternative 3 will provide a direct connection to UCLA where from the Getty, the line will

traverse the freeway to a tunnel to UCLA. There will be an underground connection to Purple Line at the UCLA station. Girair presented a rendering of the UCLA Station and how this station will provide a direct connection to the Purple line.

Station Concepts

Girair presented a concept rendering of the Wilshire Station which is currently on the corner of Veteran Ave and Wilshire. Girair indicated that stations are designed to attract riders – looking to build modern stations to help support community and economic development and improve mobility in the corridor. The designs are focused on elevating the customer experience. Girair reinterred that stations are on the side of the freeway and no arial stations are in the middle of the freeway. Stations can provide amenities like retail businesses and public services. All of LASRE's stations provide a connection to local transit lines and/or bus lines. Girair then presented an artistic rendering of the Van Ness station where stations can be open air or closed with HVAC. LASRE believes it is important to have an additional station at the Getty Center to serve this iconic cultural center. LASRE is currently coordinating with the Getty for how to serve them best.

Why LASRE is proposing SkyRail

Michael stated that LASRE is driven to put the public into this public transit system from the ground up. LASRE wants to elevate riders' experience. LASRE anticipates working simultaneously with multiple crews on the 405 in the middle of the night to minimize disruption. By design, SkyRail purposefully minimizes the construction time. The longest time LASRE's crews will be on the 405 is when drilling the pilings. Guideway beams can be precast and vary in length, which minimizes the traffic and road diversions and minimizes the utilities that will need to be diverted. Monorail can become affordable because it can avoid some of the construction time constraints.

Q&A

Doug Marshall commented that he has lived through the 10-year construction of the 405 where there was drilling at night, shaking of his house, and had 45 ft high walls at the back of his property – he was told by Caltrans that the tiebacks in his yard could not be removed. Doug expressed concerns for lack of enforcement for safety – Metro and State DOT are not protecting the riders. After 10-15 years of construction DOT and CalTrans still do not have plans to help remove graffiti along the retaining wall at his property. Doug also inquired if LASRE was aware of existing utilities.

Girair's responded by saying LASRE's alignment will be in the median of the freeway, or between Sepulveda and frontage road. He mentioned that inevitably there may be construction impacts but does not know exactly where Doug's house is and explained that the monorail will provide 16.5' of clearance. Girair explained that Metro has mapped all utilities in the area and we can use variable span lengths to avoid as many as possible.

Teri Kahn expressed excitement for mass transit to come to LA. She observed that Metro didn't put in ample parking lots when they built past lines. She mentioned that she lives on a hillside in Brentwood, therefore cannot take a bike or scooter to the stations, she'd need to take a car.

Girair's responded by explaining most of LASRE's stations will connect to existing transit lines and that Metro is evaluating parking as they model their operations.

Debbie Nussbaum asked specifically between the Getty and Wilshire, where each alignment will go.

Girair's responded that Alt 1, the station at the VA at Wilshire is the southernmost area where the VA Hospital is and it connects to the purple line. The alignment will stay in the median and then go to the west side to connect to Getty. North of Getty, the alignment will be between Sepulveda Blvd and the Freeway. Alt 2 is very similar from Wilshire to Mulholland. The alignment is in the middle of the freeway, down Wilshire, around the GSA property, and back to the freeway. It will traverse south of the cemetery on the southside of Wilshire. All the systems we're designing are ADA compliant and stations are all along the median, not in the middle of the freeway. The Alt 2 APM will have a station on Veteran Ave near the GSA building. Alt 3 will move over the 405 south of Getty to UCLA and continue underground until we get south of GSA daylight to arial after Wilshire. The north tunnel entrance will be south of Bel Air.

Michael also included that the P3 is a 30 year concession for operation and maintenance. LASRE is fully cognizant of what it needs to do to improve the passenger experience.

Steve Sann expressed concerns for current Metro stations that hover above or next to freeways. He mentioned that it may be an uncomfortable experience for users. He requested LASRE address the stations and if they are they going to be open area or closed, and what will the passenger experience be like. He then inquired about the comparative travel times for LASRE Alternatives vs Heavy Rail. His follow-up questions were if CalTrans signed off on any of these alternatives? Has Caltrans reviewed how LASRE columns would impact visibility and safety? He then stated that the gold standard is a one-seat ride to UCLA and that no one wants to transfer. Alt 3 is the most attractive since UCLA will be one of the most heavily used stations.

Girair responded to Steve Sann by explaining LASRE is working with Metro and other major stakeholders, including Caltrans as part of the development process and working hand in hand with their respective processes. Metro is coordinating with Caltrans for a conceptual buy-in of LASRE's designs. Girair mentioned that LASRE's designs are complementary to the CalTrans Express Lanes (EL) project and LASRE is actively working in concert with Metro and their EL team. Travel time is something Metro provided at the last public meeting. LASRE is cognizant of the noise and pollution concerns and are looking at both open and closed station concepts. LASRE is also looking at noise attenuation so stations will have a positive environment while

waiting for a ride. LASRE can enclose the stations if needed. As far as a one seat ride, LASRE is looking at a variety of alternatives for purposes of the environmental review, to make a strong defensible environmental document where all options are under consideration.

Michael further responded to Steve Sann by clarifying that LASRE is not promoting one alternative over the other, LASRE is working to give Metro a range of options for evaluation. Straddle type monorail can be input into very tight areas, which comes at the expense of speed. They can negotiate the curves at lower than top speed, which would slows travel time. LASRE alternatives' end-to-end travel time is in the low to high 20 minutes depending on the alternative. Furthermore, monorail is affordable and can be built quickly. With the precast components, LASRE can manage construction during low traffic times. LASRE is working to enable a range of options so that LA can ultimately build something for the corridor.

Carolyn Jordan asked if there be 405 lanes lost for the pilings.

Girair clarified that the ultimate 405 configuration will not change. EL is looking to add a single or multiple managed lanes as part of their project and LASRE is not to preclude this project.

Cori Solomon expressed concerns over parking and noted that there is no parking in the BCC area. She mentioned that Purple Line doesn't supply parking and inquired how will riders utilize the line without parking? Cori stated that Alt 1 and 2 do not appear ADA compliant and Alt 3 is the only viable option in her opinion. Cari then inquired from end to end how long are the existing monorail lines globally. Cori commented that it seems like EL is coordinating with LASRE, but LASRE is not coordinating with EL. Cari then asked how have trains stood up to the weather conditions in other areas?

Girair explained that all LASRE stations and designs are ADA compliant, but agrees the convenience factor for transfers could be harder for those with disabilities. Girair explained that providing parking near the VA and the Getty is constrained by the existing developments. From a physical footprint it's difficult to insert parking at those stations. Girair explained that LASRE is actively coordinating with the EL team and meets with them regularly with Metro. LASRE will not preclude EL and EL doesn't want to exclude LASRE.

Michael's further responded by stating that LASRE's design enables LASRE to compress or elongate the guide-beam span as the local conditions require and gives LASRE latitude to step outside any impediments. He then mentioned that international monorail project lines vary in length where some smaller systems are in the 12-15 mile range. The Cairo project is around 70 miles and the construction started in 2021 and is being wrapped up in 2023. The system in China is around 50 miles. Michael then explained LA is a great environment for train maintenance because of the weather. The actual body of the train isn't being planned to be replaced in our 30-year time frame. More likely to replace the vehicles for other reasons other than maintenance, like advances in vehicle technology.

Kathleen Flanagan observed that the LASRE included an additional stop at the Getty while the Heavy Rail team will not. Kathleeen asked if the project will extend beyond the Expo station.

Girair's responded to Kathleen by explaining that Metro has defined the first phase of this project from Van Nuys to the Exposition line. However, LASRE's technology is designed with a future phase from Expo to LAX in mind. LASRE has sized its stations and trains to ultimately connect to LAX and the consolidated rental lot at LAX.

Katheen then asked what is the difference between cost and construction times between underground and above ground.

Michael's responded that one of the benefits of using the precast guideways is once LASRE has the foundation, LASRE can install the precast materials quickly- typically 300-400 linear feet per night per crew. In contrast, state of the art TBMs typically will get only 40-50 feet of progress per day. Tunneling requires starting from both ends to meet in the middle. If there are any geologic issues, excavation time will be extended. Skanska is working on the Purple Line extension tunnel, which started 10 years ago and it's still going on.

Shesi further responded to Katheen's question about difference in cost by stating that on Metro's Project website, there is approximately $6bn of funding available from tax measures for this project. The remaining funding will most likely come from federal funding. In the history of federal infrastructure funding in the US, federal funding has not contributed to more than 50% of project costs which brings the total potential funding available to $9-10bn. Based on Metro Project websites, the Regional Connector is approximately 2 miles and $1.8bn to construct. The Purple line is approximately 9 miles and $9.5bn to construct. This is approximately $1.5bn per mile. If we were to extrapolate, a project 15 miles long would cost $22.5bn to construct.

LASRE is still conducting cost estimates, however, an above group alternative is estimated to be at least half the cost of tunneling and which is in the realm of financial possibility.

Carolyn Jordan thanked LASRE for their time to meet with the BCC and will follow-up with any further questions.