

## Sepulveda Transit Corridor Project PDA LASRE Briefing – Getty Center Stakeholder Meeting Minutes

### Meeting Information:

Date:	Time:
March 7, 2024	9:00 AM – 11:30 AM*
Location:	Call Info:
Getty Center, 1200 Getty Center Dr, Los Angeles, CA 90049	No remote option; in-person meeting only

*\*Arrive at 7:45 a.m.; park at the top of hill parking lot/meet at Central Security; AV rehearsal, 8:00 – 8:30 a.m.*

### 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
	Jaymes Dunsmore - Architecture
Community Stakeholders	
<i>All-Employee meeting</i>	
<i>Senior Staff meeting following All-Employee meeting</i>	
Mary-Elizabeth Michaels– Head of Gov/Community Affairs	
Liga Krievans– Government and Community Affairs Specialist	
Kim Wong– Senior Counsel	
Tuan Vo– Security Manager	
Steve Olsen– COO/CFO	
Camille Kirk– Head of Sustainability	
Mike Rogers– Director of Facilities (Zoom)	

**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/Briefing (9:00 a.m.)**

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

**2.0 Q & A (9:30 – 10:00 a.m.):** Getty Senior Staff opened the floor to questions following the LASRE MRT presentation:

**Question:** Part of a world-class system is having a high degree of connectivity, have you done any time estimations for how long the bus would take for Alternative 1? Can you talk about the difference between the three monorail alternatives in comparison with the underground options? Also, are first-last mile connections factored into overall costs? Lastly, can you talk about some of these stations being next to the freeway, and the health effects this could have?

*LASRE response:* In terms of cost, Alternative 2 and 3 have tunnel components so they are going to be more expensive but we don’t have exact estimates at this time. In terms of the question related to the stations being next to the freeway, we have the option to close or open the stations. In terms of connections, there are four (4) major east-west transit corridors that this project will connect to and our headways are at 2 to 3 minutes during peak times, so when you want to take the SkyRail, it will be there. Also, stations will have passenger pick up / drop off as well as rideshare options.

**Question:** What are the projected ridership and capacity differences between heavy rail and monorail?

*LASRE response:* There really isn't that significant of differences in terms of serving the ridership demand between the two technologies. In terms of capacity, SkyRail will have the flexibility to alter the frequency of service to meet demand. We are planning to have trains every two minutes during peak and five minutes during off peak. We are designing the system to far exceed the capacity requirements of the corridor.

**Question:** What are the thoughts on cyclists, as limited bike capacity has been a problem, especially on the Expo Line?

*LASRE response:* We don't have a concern about running out of bike capacity because of our frequency of service during peak hours.

**Question:** What kind of resistance, if any, are we getting from our neighbors?

*LASRE response:* We received an endorsement from Sherman Oaks HOA, and the other HOAs have generally supported us based on our limited engagements with them.

**Question:** How are you addressing the fact that there's a nature preserve near the area?

*LASRE response:* We are very much mindful of the footprint we have. Our construction methods are sensitive to these concerns and will be minimally impactful generally staying within the 405 corridor.

**Question:** How will the Getty alignment affect parking space? Will the station be at the center or the side of the highway?

*LASRE response:* Station will be located along the side of the freeway. Our plan is to have limited impacts on the available parking at the site and around the station since it is elevated.

**Question:** What is the impact on the corridor? Do the designs plan for earthquake risk?

*LASRE response:* The technology is intended to minimize impact on the corridor during and after construction. The project will be designed to accommodate emergencies as required including seismic events. The guideway structure will be designed to seismic design standards similar to other structures.

**Question:** What is the anticipated timeline for the project? Can you speak on the cost, convenience, and safety when it comes to people switching from cars to transit?

*LASRE response:* In terms of the cost, monorails are lower cost to construct compared to other modes. Passenger safety: Vehicles are open end to end. You are encouraged to walk through the train if you wish to. In regard to timing, we are currently in the environmental process and once that process closes Metro will decide what alternative to pursue. Please refer to Metro's project website for timeline information.

**3.0 Getty Center Station Presentation (10:30 – 11:30 a.m.):** LASRE team and Getty senior leadership team relocated to a smaller conference room to discuss the latest design plans for a Getty Center Station. Main topics of discussion included:

- Metro staffing and passenger security
- Technical/operational factors in choosing routes
- Federal grants for the project
- Solar compatibility
- Walkability
- Frequency of service

#### **4.0 Next Steps**