

Sepulveda Transit Corridor Project PDA LASRE Briefing – City of Culver City Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
March 28, 2024	2:30 PM – 3:15 PM
Location:	
ZOOM call: https://us06web.zoom.us/j/81055818367?pwd=4ZaHfT0iUEfHzVk0Cad00gfoZHGmdv.1	

Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Alan Bingham – Metro PgM Support	May Song – Project Communications
	Debby Chen – Project Communications
Community Stakeholders	
Councilmember Freddy Puza	

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

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

3.0 Q & A: Mr. Puza asked a few questions following the presentation, noting that he would assist LASRE in coordinating a follow-up meeting with Culver City Vice Mayor Dan O'Brien:

Question: How are you going to get that much difference in capacity [compared to other Metro lines]? Is it just that the train itself is bigger?

LASRE response: LASRE's frequency of service is dramatically different than existing lines currently in operation. LASRE has designed the system to operate trains every two minutes during peak hours and that would be the service design for normal operations on opening day. As a comparison, the Red Line runs every 10 minutes during peak hours and longer during off-peak hours. LASRE knows in the transit world that drivers to ridership include frequency of service and reliability, both of which LASRE will deliver.

Question: In reality, wouldn't the frequency be based on funding?

LASRE response: Because this is a P3 (Public Private Partnership) contract, the two-minute frequency would be part of the LASRE contract. The operations would be decided upon in advance and be part of a 30-year O&M contract with the winning team; the price will be set in advance for the level of service Metro is requesting.

Question: Although I believe in the safety and construction of going underground, the thought of it with the context of a massive earthquake makes me believe that going aboveground is conceptually better. As far as the alternatives, Alternative 1 seems like the most effective because it has the least amount of community impacts since it hugs the freeway. What are you hearing from the communities as you are doing these presentations?

LASRE response: LASRE is hearing that people want congestion relief and an alternative to commuting the I-405. LASRE alternatives have the Getty Center's support as well as Sherman Oaks homeowners because they want to see something that is more

affordable; Sherman Oaks has publicly submitted letters to Metro detailing their issue with the potential of noise from heavy rail alternatives.