

# SEPULVEDA TRANSIT CORRIDOR



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.

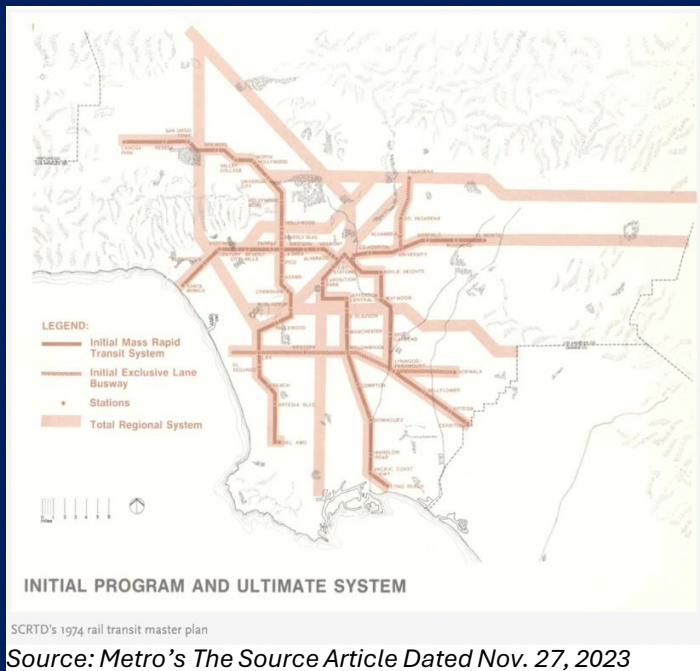
For official information regarding the Project, please visit Metro’s project website:  
[www.metro.net/projects/sepulvedacorridor](http://www.metro.net/projects/sepulvedacorridor)

# AGENDA

- Background •
- Introduce Our Team •
- Monorail Capabilities •
- Present the SkyRail Alternatives •
- Why SkyRail •
- Answer Your Questions •

# Background

- Included in SCRTD's 1974 Rail Transit Master Plan for ultimate system buildout
- Seed funding provided by Measure R
- \$5.6 billion included in Measure M
- Provides critical north-south link connecting western half of LA County



SKANSKA

KEOLIS

Gensler



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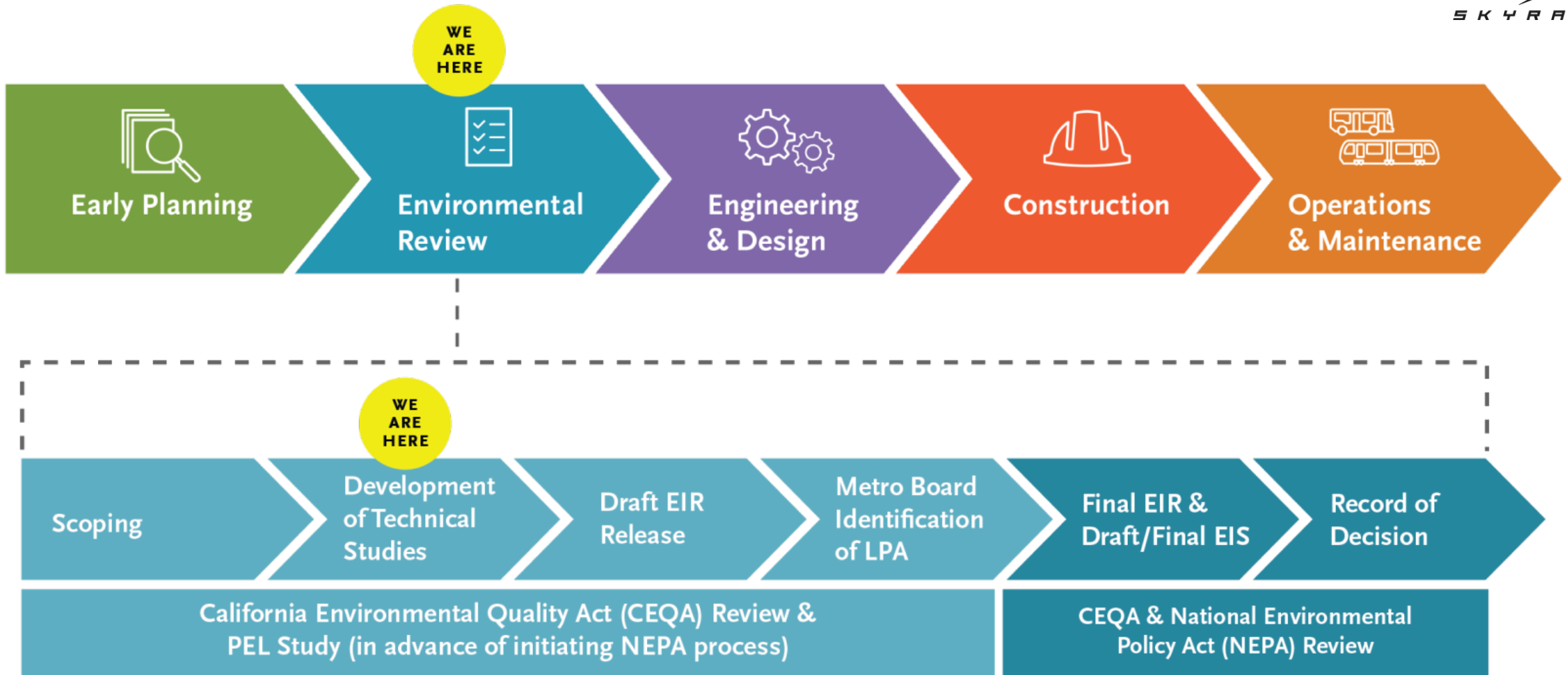
RIDE

John Laing  
making infrastructure happen

HDR

**OUR TEAM**

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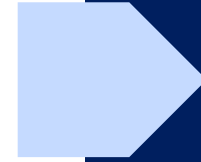


# Where We Are

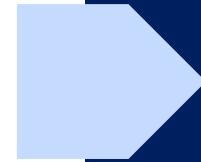
Concept rendering of  
SkyRail in an urban  
environment



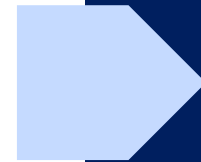
# A Long History of Success



**40+ Systems**



**Over 60 Years of  
Innovation**



**Growing Popularity**



  
**GERMANY**

**INDIA**  


**THAILAND**  


**CHINA**  


  
**JAPAN**

  
**BRAZIL**

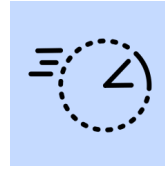
**A Proven Mode of Travel**



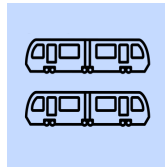
# SkyRail Will Deliver



SkyRail servicing Shenzhen, China



Up to  
**2-3 minutes**  
peak train frequencies



Up to  
**8 cars**



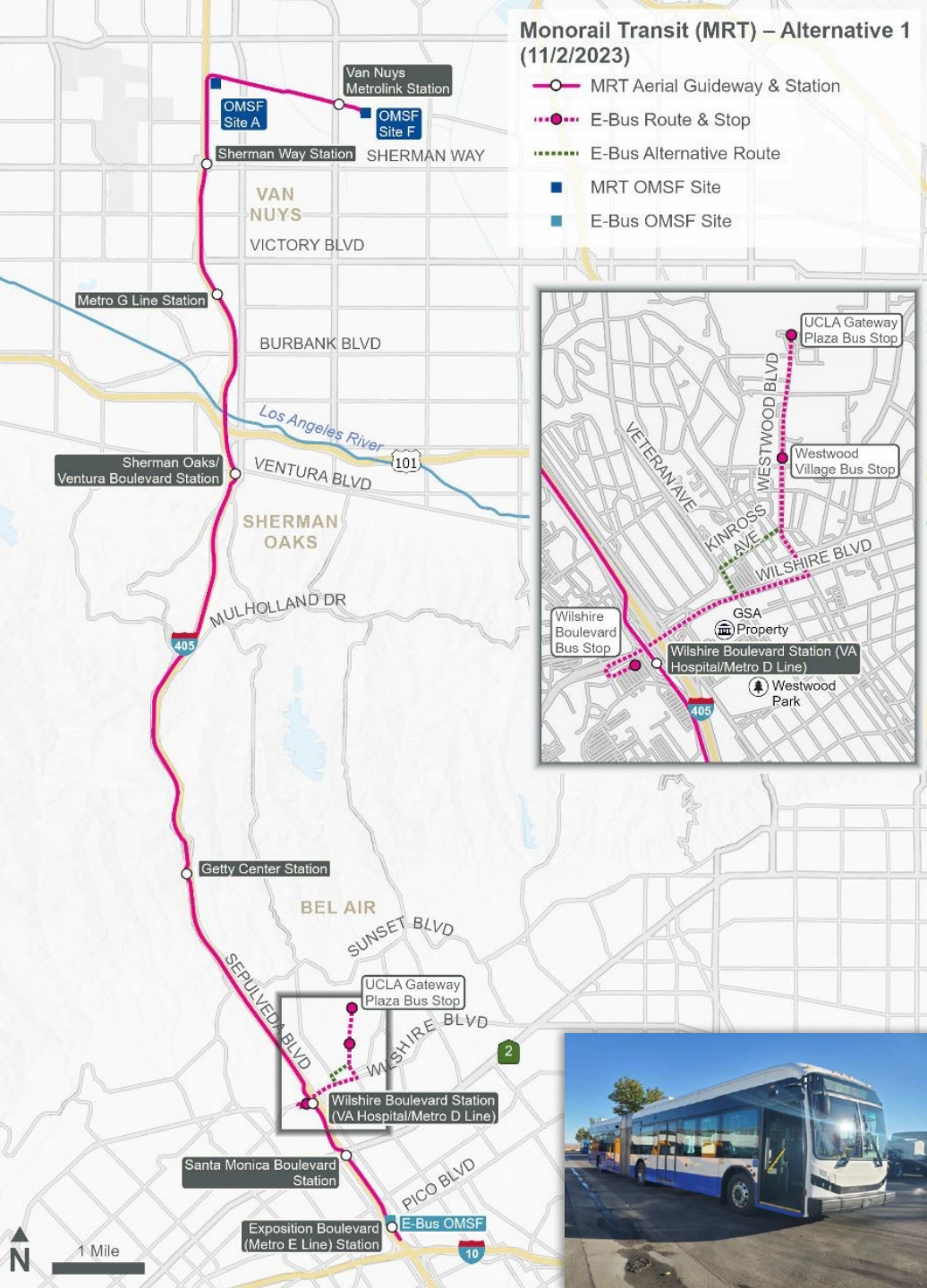
During peak at opening day  
**4-6 cars**



Approx.  
**100 passengers**  
per vehicle

### Monorail Transit (MRT) – Alternative 1 (11/2/2023)

- MRT Aerial Guideway & Station
- E-Bus Route & Stop
- E-Bus Alternative Route
- MRT OMSF Site
- E-Bus OMSF Site



Monorail with aerial alignment within I-405 corridor and electric bus connection to UCLA

Length: Approx. 15 miles

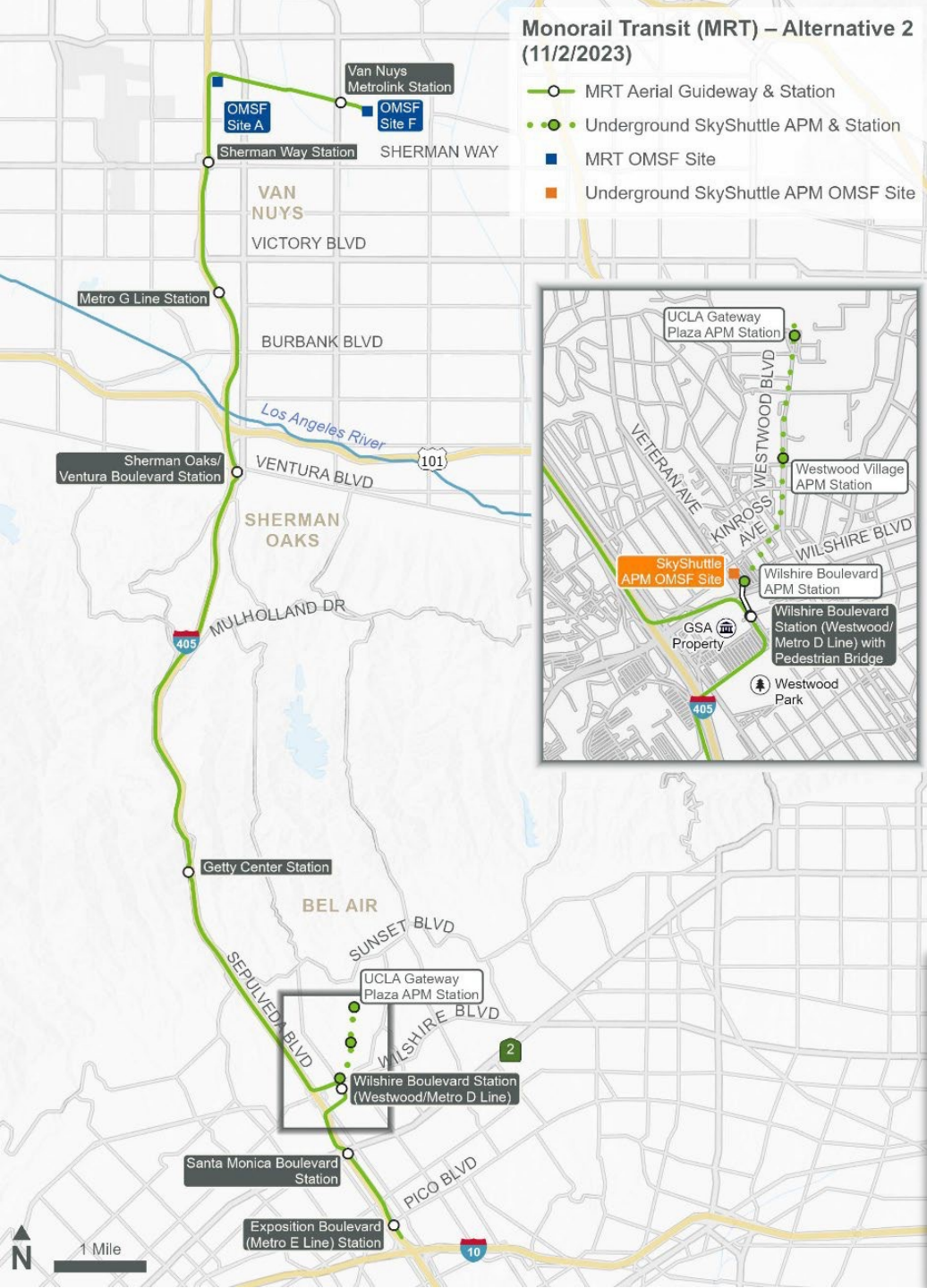
UCLA Connection: Electric Bus

Proposed Stations: 8 aerial Monorail stations (7 stations within I-405 Corridor)

Maintenance Facilities:

- Monorail OMSF
- Bus maintenance facility

**ALT 1**



15.4 miles MRT: 0.8 miles Automated People Mover (APM)

Aerial Monorail Line: Underground SkyShuttle System (APM) Connection to UCLA

8 Proposed SkyRail Stations

3 Underground SkyShuttle Stations

Maintenance Facilities

- Monorail OMSF
- SkyShuttle OMSF



SkyRail (left) and SkyShuttle (right) servicing Shenzhen, China

**ALT 2**

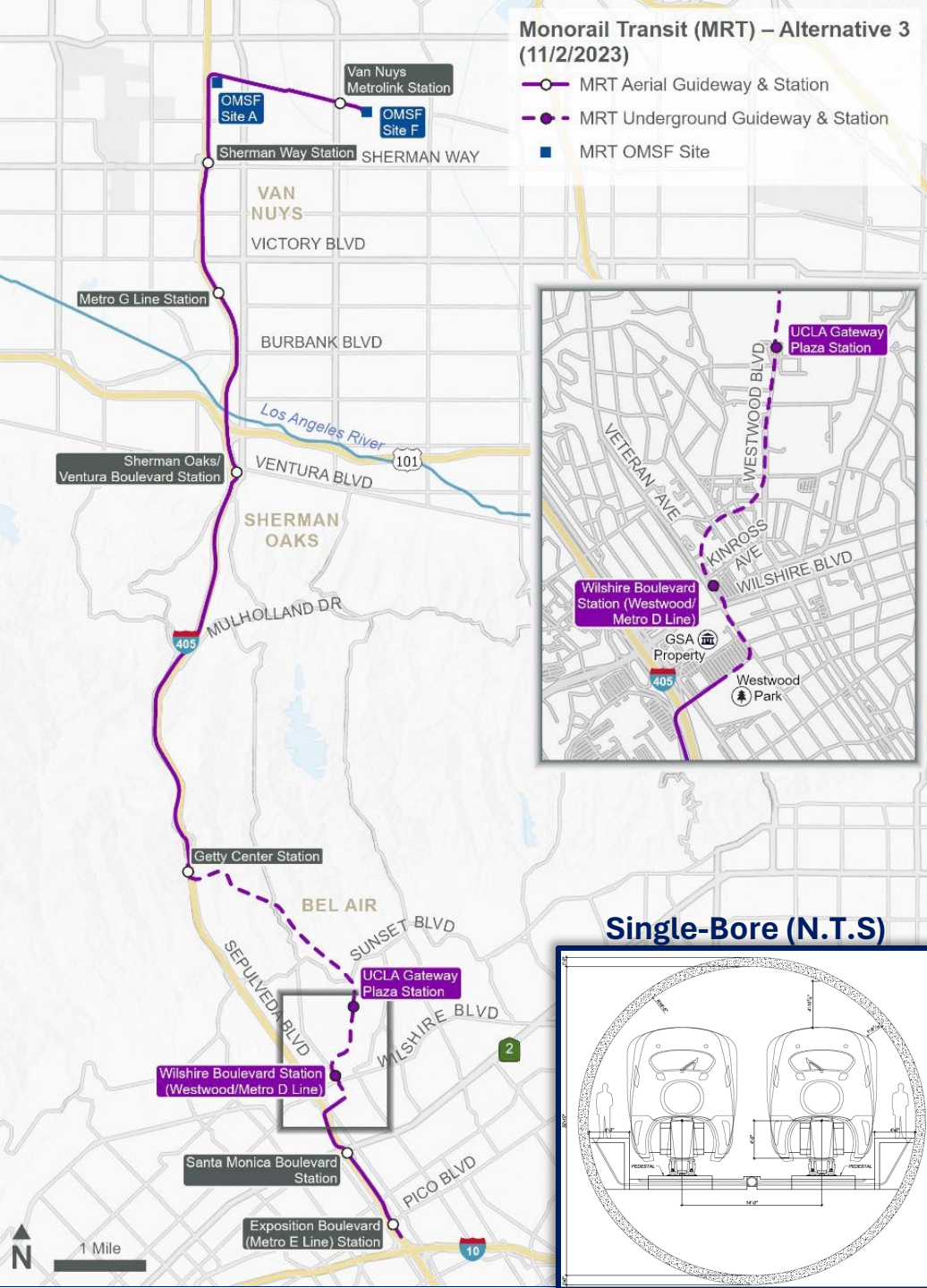
In 2021, three monorail alternatives were introduced during project scoping. Based on design evolution, LASRE informed Metro that Monorail Alternative 2 was able to meet most of the basic objectives of the Project but does not appear to avoid or reduce significant impacts and may have additional impacts on cultural resources not associated with Monorail Alternatives 1 and 3. Metro reviewed the LASRE request and determined that from an independent, environmental perspective, retaining Alternative 2 is not warranted.

There will be an opportunity for the public to provide comments regarding the removal of Monorail Alternative 2 at upcoming Metro community meetings.

**ALT 2**

### Monorail Transit (MRT) – Alternative 3 (11/2/2023)

- MRT Aerial Guideway & Station
- MRT Underground Guideway & Station
- MRT OMSF Site



Monorail with aerial alignment within I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard

16 miles MRT: 3.5 miles of tunnel for UCLA connection

### Proposed Stations

9 SkyRail stations (7 aerial and 2 underground)

- Underground Metro D (Purple) Line Station
- Underground UCLA Gateway Plaza Station
- Additional Getty Center Station

Single-bore tunnel configuration

### Maintenance Facility:

- Monorail OMSF

**ALT 3**



*Concept rendering of Los Angeles SkyRail Station*

# UCLA Station Concept (Alt. 3)



*Concept rendering of Los Angeles SkyRail Station*

# Wilshire Station Concept (Alt. 3)



**Provides Seamless Connectivity**



# Designed to Attract New Riders



Concept renderings of Los Angeles SkyRail Station

Two-million annual visitors\*

As many visitors as the LA Convention Center

*Will Serve*

# THE GETTY



Getty Center Station Rendering (Alt. 3 Alignment Shown)

\*Source: Getty Center Fact Sheet

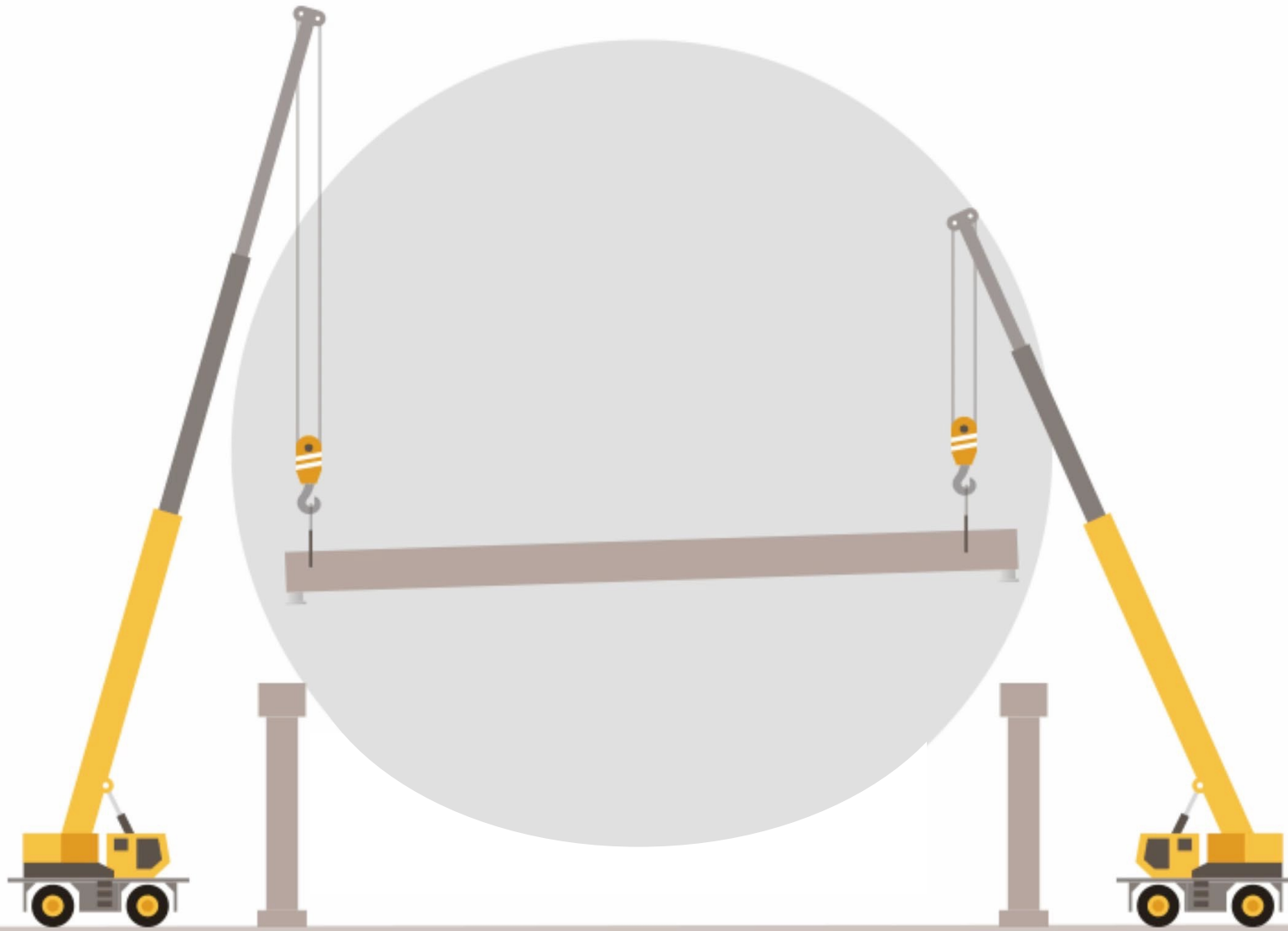
# Can Be Built Expeditionally



Modular /  
prefab guide  
beams and  
columns

Accelerated  
simultaneous  
construction

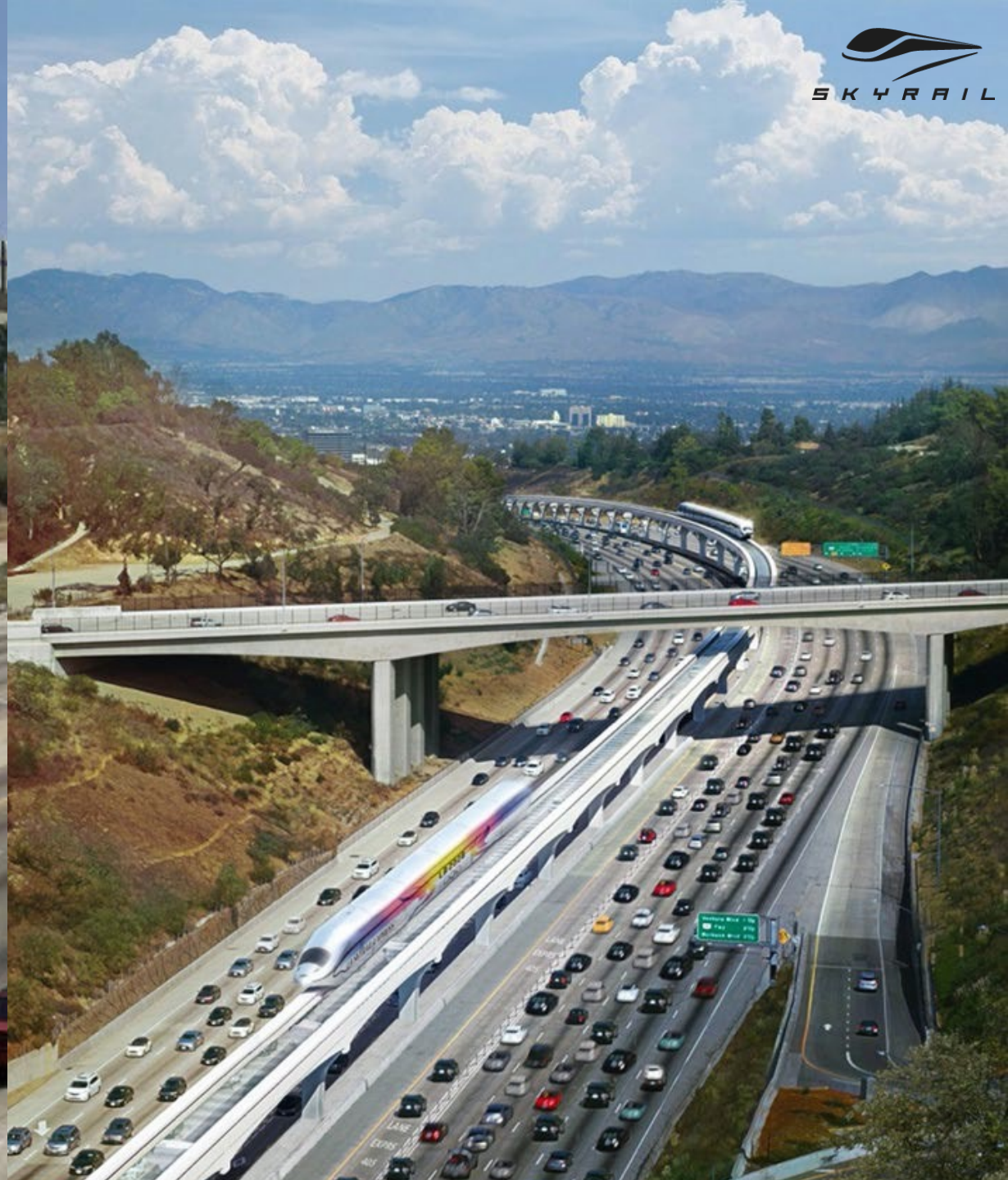
*Concept rendering of guideway  
beams being installed*



# Provides Simplicity in Construction

- Cost effective
- Efficient process

Concept renderings of Los Angeles SkyRail Station



**Will Bypass Traffic**

# Adds Capacity to the Corridor



*SkyRail servicing Yinchuan in northwest China*

SkyRail servicing Yinchuan in northwest China

# Reflects the Vision of LA

## Quiet Mode of Travel

## Green Alternative



# Why SkyRail?



## Superior passenger experience

- Quiet and smooth ride
- Trains every 2-3 minutes
- Natural light and calming vistas of Sepulveda Pass

Connects mass transit to westside cultural and institutions of higher education - Getty Center, Skirball and UCLA

Modern contemporary design of trains and stations enhances Los Angeles reputation as a global innovative city

Efficient and cost-effective construction



**QUESTIONS?**