

Sepulveda Transit Corridor Project PDA LASRE Briefing – BizFed Transportation and Trade Committee Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
April 23, 2024	1:00 PM – 2:30 PM
Location/Call Info:	
Join Zoom Meeting https://us02web.zoom.us/j/88047566517?pwd=WjhCWWE1YlpkZk1CTFRnWW1laEtlQT09 Meeting ID: 880 4756 6517 Passcode: 629545 TBD	

Attendee List:

Metro	LASRE Project Team
Eimon Smith – Metro PgM Support	Mark Waier – Project Communications
	Akib Rahman – Project Communications
	Michael Hoghooghi - Project Manager
	Girair Kotchian – Design Manager
	Frank Girardot – Web Communications/Marketing
Community Stakeholders	
Chris Wilson - Senior Advocacy Manager, BizFed	Thomas Jelenic - PMSA
Alec Mesropian - BizFed	Mark Wilbur - FpSolutions
Becca Doten - LA World Airport	Todd Bloomstine - SoCal Contractors Association
Jacob Haik - LA World Airport	Coby King - VICA
Colby Morrow - SoCalGas	Mihran Toumajan - NAIOP SoCal
Fran Inman - Majestic Realty	Michael Menjivar - Strategies 360
Leeor Alpern - UCLA	Jay Lifschultz - Williams-Sonoma Inc
Victor Ibarra - Marathon Petroleum	Pam O'Connor - Metrolink
Mary Rosas - Starbucks	Roberto Arnold - Multicultural Business Alliance
Sharon Evans - Business Resource Group	Nayiri Baghdassarian - San Gabriel Valley Economic Partnership

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: Meeting attendees had the following questions following the LASRE presentation:

Question (Pam O'Connor): What does the inside of a car look like?

LASRE response: The inside of a car is open end to end. They are spacious and have large windows to take in the views and natural light. They will have seats, hand holds and spaces for bikes. Our trains fit the guidelines that Metro has for this project. Detailed information about the interiors will be released by Metro in due course. In the meantime, you can view images of similar vehicle interiors from other projects. The models we plan to use here are aligned with these modern, state-of-the-art vehicle designs.

Question (Sharon Evans): How and where does Alt #3 connect with Orange Line and or Burbank/405?

LASRE response: One of the proposed stations under all three alternatives will be located just north of Burbank Boulevard, connecting directly to the current Orange Line BRT project. This connection will facilitate a seamless transfer between the Sepulveda Transit Corridor and the Orange Line. We are considering options for either a combined stop or potentially separate stops, depending on the progression of the project. This integration aims to enhance transit connectivity and efficiency at this key intersection.

Question (Sharon Evans): What are navigational designs to accommodate Sepulveda and Mulholland bridges?

LASRE response: Our current design includes a route that passes underneath Mulholland Bridge, ensuring sufficient vertical clearance. This approach avoids any impact on the existing structures along the freeway. The image on the right in the presentation deck provides an early artist's rendering of what the monorail could look like as it traverses this area.

In the case of Sepulveda Blvd, our planned alignment is to run along the east side of the freeway, extending north of the 101 freeway. From here, it follows the existing transportation corridors, transitioning towards the existing LOSSAN rail corridor, before heading east to connect with the Van Nuys station. This strategy emphasizes the use of current corridors to enhance multimodal transportation options efficiently, aiming to alleviate freeway traffic by providing a viable transit alternative.

Question (Sharon Evans): What are anticipated lane impacts on Sepulveda Blvd between Burbank to Skirball?

LASRE response: We're not building anything on Sepulveda Boulevard and our alignments will either be in the median of the freeway or along the east or west shoulder of the freeway.

Comment and Question (Coby King): I represent UCLA and I don't think it will surprise anybody at this meeting that UCLA is very interested in making sure that there's a one seat ride along this project when it is built to UCLA and also that it connects smoothly with the Purple Line. I want to focus on Alternative 3 and Alternative 1 as Alternative 2 has been withdrawn. Alternative 3 meets most of UCLA's objectives. As Mark and Michael had pointed out, it swings over and tunnels into Bel Air and then pops out at UCLA. That's great and it's got a pretty good connection to the Purple Line, but we've got some pretty serious problems with Alternative 1. The bus will ride in regular traffic which will increase the amount of time that it will take to reach UCLA. UCLA is the fourth largest employer in all of Los Angeles County and the largest employer west of downtown LA. We see 85,000 people coming in and out each day. This is a major center! The Getty Center is all well and good but it will have the smallest ridership of any of the

stations on the entire line. UCLA will be by far the largest and busiest station if it's a direct line. It boggles my mind that Metro would consider an alternative that doesn't directly serve this incredibly important population of employment, educational and health care center. And similarly, the Purple Line connection on Alternative 1, how it's not a direct connection to either via VA or Westwood station. How would people get to the Purple Line from the station which my understanding kind of does drop you in the middle of the 405. Will there be a direct connection to UCLA and a smooth integration with the Purple Line in the proposed project alternatives?

LASRE Response: We've dedicated significant effort to crafting options that effectively serve UCLA, considering the challenges posed by the area. While our team isn't tasked with final decisions—Metro holds that responsibility—we've diligently collaborated with UCLA throughout. Initially, Alternative 3 was favored by UCLA but through extensive engagement, we refined Alternative 2 to align more closely with their needs. This involved exploring various designs, including an elevated APM initially favored, and over 25 other options. Ultimately, we concluded that Alternative 1 offers the most environmentally viable solution.

Regarding connectivity to the Purple Line, Alternative 1 proposes a station at the Wilshire interchange with the 405, facilitating pedestrian access and potential future connections to the Purple Line. This station's design allows for seamless integration with the Purple Line's ongoing construction, offering direct access or ground-level options.

Affordability is also a key consideration, with Alternative 1 presenting a more cost-effective solution compared to the extensive tunneling required in Alternative 3. Ultimately, it's about presenting Metro with options that balance effectiveness, sustainability, and fiscal responsibility for their consideration and decision-making.

Question (Pam O'Connor): How much seating? Will there be ADA seats?

LASRE response: The capacity and configuration of the vehicles will be tailored to meet demand, with options ranging from four to eight cars per train. Each car is designed to accommodate approximately 100 passengers and includes flexible seating arrangements to ensure accessibility. We are committed to adhering to Metro's standards, and each train will feature designated seating for ADA compliance, as well as provisions for seniors and space for bike racks.

Question (Pam O'Connor): Can you explain the passenger experience and how long would it take if somebody had to stand the whole distance?

LASRE response: According to the Metro's design guidelines, outlined in the MRDC (Metro Rail Design Criteria), there are specific ratios for seating versus standing

passengers that we need to adhere to. Our compliance with these guidelines ensures that while the vehicle and experience may differ, the distribution between seated and standing passengers remains appropriate. Regarding the total journey time from start to finish, depending on the alternative chosen, it typically ranges between 24 to just under 30 minutes. So, the exact duration would depend on the starting point and destination of any given passenger.