

## Sepulveda Transit Corridor Project PDA LASRE Briefing – Los Angeles Chamber of Commerce Land Use, Construction, and Housing (LUCH) Council Stakeholder Meeting Minutes

### Meeting Information:

Date:	Time:
April 24, 2024	9:00 AM – 10:15 AM
Location/Call Info:	
Join Zoom Meeting <a href="https://lachamber.zoom.us/j/84336030964?pwd=QK4gpBOHY6fH1maxOtN1FmAAWp9ayM.1">https://lachamber.zoom.us/j/84336030964?pwd=QK4gpBOHY6fH1maxOtN1FmAAWp9ayM.1</a> Meeting ID: 843 3603 0964 Passcode: 650867TBD	

### Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Eimon Smith – Metro PgM Support	Debby Chen – Project Communications
Carolina Coppolo – Compliance Manager	Girair Kotchian – Design Manager
Community Stakeholders	
Pat Clark – Vice President, Membership, LA COC	Mark Adams – LAWA
Patricia Bruno – SVP/Chief of Public Policy, LA COC	Leeor Alpern – UCLA
Jackie Iniguez – Public Policy Coordinator, LA COC	Randall Keen – Partner, Manatt, Phelps & Phillips, LLP
Elissa Diaz – Senior Public Policy Manager, LA COC	Mirna Ezquivel – SD3
Omar Gonzales – Lobbyist, LA COC	Corinne Murat – Director, Government Affairs, Mattel
Jeff Carlin – Partner, Alston & Bird LLP	Doug Mensman – City of Los Angeles
Philip Tate – SVP, Development & Government Affairs, Kilroy Realty Corporation	Barbara Rabelo Mundo – Maya Foundation
Aaron Saenz – Workforce Development Partnerships, Specialist, Los Angeles Unified Adult Education	Cristian Herrera – Athens Services
Jaime de la Vega – EKA	Luciane Musa – GEOinovo Solutions
Joshua Englander – J.E. Strategies	Mark Carvalho – LAUSD Superintendent

**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:** Is there a switch that allows you to turn the car around?

*LASRE response:* Yes, our system has switches which allow for operational flexibility.

**Question:** Does this phase of the project terminate at the Expo Line?

*LASRE response:* Yes, this phase would end at the Expo line. We have designed this phase with “future proofing” in mind which will allow for the line to continue south to the airport, or north if that is desired by Metro.

**Question:** What’s the timeline to have this completed?

*LASRE response:* Metro is still going through the environmental review on this project. The timeline will be announced by Metro at a later date.

**Question:** This is a hypothetical, assuming Metro chooses Alternative 1? What would be the timeline for construction?

*LASRE response:* We don't have exact timelines for the construction of our alternatives to share at this moment. Metro will share that information in due time. Due to aerial monorail construction techniques, we can build multiple segments at the same time, so there is flexibility with our proposal. We would use multiple crews and build multiple segments at the same time and construct the stations. There are some acceleration strategies with the monorail that allow us to build this as fast as possible.

**Question:** Can you comment on earthquakes and heavy rain impact?

*LASRE response:* Seismic and rain are common conditions with monorail systems globally. Monorail systems are built to handle these weather conditions. There is a monorail system in Brazil and that area gets more rain than LA. As far as seismic design, monorails are built in Japan, China, and other high seismic zones. Skyrail will follow all seismic design criteria in California similar to any other structure. There will be a full structural analysis to make sure the system can withstand as much as possible.

**Question:** The technology you're proposing, is it similar or the same as Seattle or Disneyland?

*LASRE response:* It is similar but Disneyland's monorail vehicles are two or three generations old. Our project will utilize modern monorail technology and will have modern amenities for communications, cameras, security, safety systems, battery backup; the monorail can run up to 75 mph. It also helps with mitigating noise, so you won't get much more noise than what's already there.

**Question:** Would you be able to continue the line south or will you have an issue with the 10 freeway?

*LASRE response:* Yes, we have designed the system to allow for a continuation to the airport. That would be Phase 2 of the project. It is up to Metro to decide when to implement that project but it goes from Expo down to LAX. We are already taking a look because part of the requirement of this project is to be set up to go to LAX and we've done that so that our systems can be extended if needed. Our design and alignment won't have an issue crossing the 10 freeway, we cross the 101 in the valley.

**Question:** How does this compare to the Las Vegas Monorail? I understand the cars being used may be out of date and hard to replace.

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*LASRE response:* We believe Vegas bought the cars from Disney; they are fairly old technology. Our cars are newly manufactured technology; it is a marked improvement in speed, capacity, technology, and headway.

**Question:** If you take Disney, Seattle, Vegas, and you slapped your car on, would it feel like a brand new system or is there something different about the beam?

*LASRE response:* The technology is basically the same; but their system is something from 30 years ago compared to something today built with computer tolerances. Fundamental technology is the same; rubber tire on concrete beam guideway. You may hear that the monorail has a slower end-to-end end run time than the heavy rail but we want to point out our alignment is not straight, we have curves that we have to slow down for, and we have an additional station at the Getty, which adds time. On a straight stretch we can go up to 75 mph. The monorail technology allows for tighter curves which can be inserted strategically and sensitively into urban environments.

**Question:** When is Metro planning to release the draft EIR? What is the cost of construction, operation, and maintenance and how does it compare?

*LASRE response:* Metro will announce when the draft EIR is released as well as the costs of construction of the various alternatives. In terms of construction and the general costs of building transit; typically the lowest cost is at-grade on the street, but you have crossing and safety issues. The second more affordable option is elevated. The most expensive includes tunneling. Our alternatives provide Metro with a range of costs.

From an operational standpoint; the way this contract is set up, it's a 30-year design, build, finance, operate and maintain contract, so those are terms we're going to enter into with Metro. Maintenance costs are going to be agreed upon in the beginning and the private operator has to agree to stick with their costs as part of the P3 contract from the beginning. Maintenance costs are just as efficient as any other system.

**Question:** Are the heavy rail options being studied tunneling options or at-grade options?

*LASRE response:* They are a combination of both but please review the information available on the Metro website on Alternatives 4, 5 and 6.