

Sepulveda Transit Corridor Project PDA LASRE Briefing – LAX Coastal Area Chamber of Commerce Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
April 4, 2024	8:00 AM – 9:00 AM
Location:	
ZOOM call: https://us02web.zoom.us/j/88012775315?pwd=QVplNWwhWNlSaWRKZkdHTXk1NnZKdz09	

Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Eimon Smith – Metro PgM Support	
<i>(others as determined by Metro PgM)</i>	
Community Stakeholders	Others
Chad Maender - President/CEO	Aurelia Friedman, Office of Congressman Ted Lieu
Mary-Catherine Micka – VP, Business Relations	Tracy McGee, Office of Supervisor Holly Mitchell
Judith Cincimino – Office Manager	Sean Silva, Office of Councilwoman Traci Park
Trisha Murakawa – Murakawa Communications	Rae Lamothe, Golding + Lamothe
Mark Goldrup – Chair, Strategic Planning	John Sharpe, Sharpe & Associates
Laura Caroline Abel – Chair, Public Policy	Ted Green, Green Public Affairs
	Christopher Guerrero, Delta Airlines
	Debbie Dyer Harris, Cedars Sinai
	Gayle Lee, Emerson Avenue Community Garden
	Jeff J. Kim, Gerber Kawasaki Wealth
	Jeff Ragonese, Hilton LA Airport
	Lori Peters, United Online
	Mike Harriel, SoCal Gas
	Nima Mobasser, State Van Rental
	Rachel Estrada-Wolstan, James Irvine Foundation
	Kristen Lonner, Neighborhood Forward
	Jon Graff, Reason Foundation
	Mary Hewitt, Kollab Youth Workforce Development
	Ryan Gales, JGM
	Joe Davis, Carousel School

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:

Question (Debbie Dwyer Harris): What are the financial differentials between the various proposals?

LASRE response: Going underground is always the more expensive option. So out of the three alternatives, Alternative 3, with a 3.5-mile tunnel, will be more expensive than Alternatives 1 and 2. Alternatives 4, 5, and 6 are primarily underground. LASRE doesn’t have figures to share publicly at this point, but Metro will be releasing those numbers in due time.

Chad Maender response: I shared a summary from Sherman Oaks that outlines cost estimates for all of the alternatives that you can look at.

Question (Laura Caroline Abel): One of the most challenging points of the guideway construction is the underground utilities. You can’t prefab what is going on

underground. How are you overcoming those challenges and what that might look like for your design?

LASRE response: There's a lot of flexibility in the construction of a monorail guideway, very similar to the construction they went through at LAX, which has one of the densest environments for an airport in the nation. LASRE can expand or contract the length of the guideway to miss underground utilities.

Question (Trisha Murakawa): I have a question about the cars and maintenance. Do we need to retrain folks on any of that?

LASRE response: This is a Public-Private Partnership (P3) contract with Metro. For the operations and maintenance portion of the project, LASRE has added Keolis to the team. Keolis is a global transportation provider with extensive experience operating autonomous rail lines, like in Dubai. As part of this effort, LASRE will be working to hire locally and provide jobs to Angelenos for the operations and maintenance of the 30-year contract.

Question (Jon Graff): I'm looking at the end-to-end travel. What's the big selling point for the additional 50% travel time?

LASRE response: All of the monorail alternatives include a stop at the Getty Center, the other alternatives do not. That means that LASRE created an alignment that has more curves and an additional station, which does increase the travel time. The Getty Center is a cultural icon of our city with over 1000 employees and 2M annual visitors. This is a mass transit project and mass transit should serve residents in Los Angeles and the people visiting Los Angeles. LASRE has one shot to get this right and the LASRE alternatives have figured out a way to make it work connecting the Purple line, Expo, UCLA, the Getty Center, Orange line and Metro/Amtrak through this vital north/south corridor.