

Sepulveda Transit Corridor Project PDA LASRE Briefing – Office of Ted Lieu Stakeholder Meeting Minutes

Meeting Information:

| Date: | Time: |
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| April 4, 2024 | 3:00 PM – 4:00 PM |
| Location: | |
| ZOOM call: https://us06web.zoom.us/j/81060087932?pwd=5EW5ArFEuVUfvdWJlFUMplajFPA6Lk.1 | |

Attendee List:

| Metro | LASRE Project Team |
|---|-------------------------------------|
| Nikhil Damle - PDA Oversight Manager, LASRE | Mark Waier – Project Communications |
| Eimon Smith – Metro PgM Support | May Song – Project Communications |
| <i>(others as determined by Metro PgM)</i> | Girair Kotchian – Design Manager |
| Community Stakeholders | |
| Aurelia Friedman - Special Projects Manager and Senior Field Representative | |
| Janet Turner | |
| Tim Migliaro | |

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: Staff members for Ted Lieu had several questions:

Question: What's a P3 project?

LASRE response: P3 refers to a public-private partnership (P3); it's an innovative way of delivering large scale construction projects. In Los Angeles, there are two P3 projects at LAX, the People Mover and the ConRAC. A P3 contract is typically a 30-year contract for a consortium of private entities to design, build, finance, operate and maintain the project and enable more projects to be implemented by the public sector and having the risks allocated to the best entity (public or the private sector) that is able to mitigate them and realize much of the innovations from the private sector.

Question: For Alternative 1, what are the wait times for the electric bus and how long would the commute be to get to the UCLA station?

LASRE response: The e.Bus connection to UCLA is about a mile long. It is too early to determine specific wait times for the connecting bus, and LASRE would take every opportunity to minimize wait times as the PDA process matures; the SkyRail operational headway is two to three minutes during the peak hours. The connections will be fast and efficient to make sure we keep people moving.

Question: Is there a difference in the construction timeline when you consider the underground portion vs the other two alternatives?

LASRE response: Because of the method modern monorails are configured (particularly in their elevated alignment sections), all LASRE alternatives can/will be built concurrently in separate segments in order expedite the overall construction time. However, since Alternative 3 has a tunnel segment, LASRE would be subject to the same tunneling progress rate as anyone else (typically not exceeding 50 ft per day – if there are no other issues). This means that the underground portion can be built at the same time as the aboveground portions.

Question: Does SkyRail have a preference out of the three alternatives?

LASRE response: LASRE's mission from the start has been to offer LA Metro and the Angelinos the maximum set of options – particularly for the geographical and geotechnical constraints around the UCLA area. The environmental evaluation process has LASRE evaluate all three alternatives so that Metro can make a final decision based on the particularity of the criteria Metro chooses to prioritize.

Question: Is there built-in preparation for possible earthquakes?

LASRE response: Yes, all LASRE alternatives would meet-or-exceed the seismic requirements to be safe - no different from any other structure in Southern California. Also, monorails have been in operation in Japan, which is one of the most seismic heavy areas in the world, and all LASRE designs take advantage of the lessons learned and return-of-experiences from existing networks from around the world.

Question: What about fire risks? Anything being done to mitigate that?

LASRE response: Passenger safety is paramount for LASRE. Aside from being compliant and conformant to fire/life safety mandates and codes and standards (NFPA, etc.), and the rails program requirements (use of low-smoke and zero-halogen materials onboard), LASRE vehicles have several safety features beyond that of traditional vehicles – for example onboard battery for backup operation, onboard fire sprinklers, etc.

Question: Would it go on the side of the freeway or the middle? Is there a decision between the two?

LASRE response: Yes, LASRE optimized the design to be in the middle of the freeway for most of the guideway and placed all stations on the side of the freeway. There are no stations in the center of the freeway.

Question: The one in the Getty Center looks like it's off the side. Is that true?

LASRE response: Yes, LASRE has no stations in the median of any freeway anywhere. The Getty station is no exception and it provides a direct connection to the Getty. There's a pedestrian bridge that would connect directly to the Getty tram. This station will also be accessible to the Skirball and anyone who wants to access it from the street.

Question: Do any of the alternatives connect to the Santa Monica E-Line?

LASRE response: All of the LASRE alternatives have a connection to the E-Line.

Question: What's the range/depth of how deep the lines will be?

LASRE response: It varies because of the terrain. The geotechnical design mandates and best-practices determine the tunnel depth (in LASRE alternatives that rely on tunneling). Much of LASRE alignments are aerial and follow the contour of the corridor we use and allow for Caltrans requirements when passing over the roadways.

Question: Is the SkyRail as fast as heavy rail?

LASRE response: SkyRail will go up to 75mph but that depends on a variety of factors like curves, elevation and distance between station stops. LASRE travel time is more because of the stop at the Getty, which is halfway between the valley and west side. So, LASRE has to slow down to let passengers off and board.

Question (Aurelia): Have you talked to the UCLA student body?

LASRE response: Metro did several informational meetings at UCLA. LASRE talked to Brentwood HOAs and several other stakeholders around UCLA. LASRE has had several presentations/reviews with the UCLA to share all the LASRE design options developed to address their concerns.