

## Sepulveda Transit Corridor Project PDA LASRE Briefing – Culver City Chamber of Commerce, Government Affairs Committee Stakeholder Meeting Minutes

### Meeting Information:

Date:	Time:
May 21, 2024	4:00 PM – 5:00 PM
Location/Call Info:	
Zoom Meeting: <a href="https://us02web.zoom.us/j/3102873850?pwd=Mks3cVlRRjNQeXMvbUtQQVpQbjEzZz09&amp;omn=81070421053">https://us02web.zoom.us/j/3102873850?pwd=Mks3cVlRRjNQeXMvbUtQQVpQbjEzZz09&amp;omn=81070421053</a>	

### Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Eimon Smith – Metro PgM Support	Akib Rahman – Project Communications
	May Song – Project Communications
Community Stakeholders	
Jesse Nunez – President & CEO	
Edward Wolkowitz – Board Chair	
Candance D. Pilgram-Simmons – Board Member	
Kevin Lachoff – Vice Chair, Government Affairs	

### **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:** Why underground vs aboveground for Alternative 3? What explains the preferences between the two?

*LASRE response:* We are providing a range of options for Metro to consider and the Alternatives have different costs. Alternative 1 is the most affordable and construction gets more expensive as you build tunnels. The longer the tunnel, the more expensive the project. With our particular construction method, we can essentially build our alignment aboveground simultaneously while the section underground is under construction.

**Question:** Is the line underground or aboveground south of Expo line?

*LASRE response:* We don't know that at this point. South of the Expo Line we have no decisions on the alignment because we are only focused on Phase 1 of the STC project. With this particular type of technology and the way that it can be built, multiple segments can be built at the same time. It's just a matter of adding more crews to build more sections of the guideway simultaneously, allowing for more flexibility in building this mass transit line.

**Question:** What does the timeline look like in broad strokes?

*LASRE response:* Metro just had a series of community meetings and they shared that they plan on releasing the EIR in 2025. Then there will be a period where people can review and comment and after that a Locally Preferred Alternative will be selected.

**Question:** Any land acquisition concerns?

*LASRE response:* We want to minimize any acquisitions. If there are any, they will be very limited because we are predominantly in the CalTrans right-of-way.

**Question:** How does the cost compare between light rail and monorail?

*LASRE response:* We don't have any figures we can share publicly at this time. This will be released later in the EIR. If you look at transit globally, the lowest cost is anything at-grade, the next is above-grade, and the most expensive is underground.

**Question:** And this is inversely related to the popularity. People don't like at-grade since it gets in the way.

*LASRE response:* Agreed. This is why our entire system is grade separated. That allows us to have 2-3 minute headways during peak hours. This predictability and reliability will help drive ridership and convert drivers into transit riders.

**Question:** Any insights you've gained from the business community to make sure that they minimize the impacts?

*LASRE response:* Yes, I can give you some of my thoughts based on my experiences in transit. Metro has a business fund that they put together for businesses that are impacted during construction. Thankfully, with our construction methods and alignment decisions, there's going to be minimal impact to businesses since it won't go down major streets like the Purple Line did for the Wilshire project.