

Sepulveda Transit Corridor Project PDA LASRE Briefing – US Senator Butler Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
June 6, 2024	10:00 AM – 11:00 AM
Location/Call Info:	
Zoom Meeting: https://us06web.zoom.us/j/85752781727?pwd=EsOlsrDaNyCwjEXO5jPAVgUu9hi5w9.1	

Attendee List:

Metro	LASRE Project Team
	Mark Waier – Project Communications
	Akib Rahman – Project Communications
Community Stakeholders	
Jonathan Horton	

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: Will there be a station at LAX Airport?

LASRE response: Currently, there hasn't been any designation or identification of station locations for Phase 2 of the project. We are still in the discussion phase for Phase 1. However, it is confirmed that the terminus for Phase 2 will be at LAX. The specific stations between the Expo Line and LAX for Phase Two have yet to be defined.

Question: How will fare collection and pricing work for this portion, and will using a Metro card still be available just like in the rest of Los Angeles County?

LASRE response: The fare collection will be seamless, and using a Metro card will still be available. Pricing will be determined by Metro, likely as part of their entire system, similar to how it was done when the Expo Line opened. We won't control fare policy; that will be handled by Metro.

Question: Are the eight cars considered one vehicle?

LASRE response: No, they are considered eight separate cars that are connected. If you look at the image behind me, it shows four cars, each with a capacity of 100 people. It's similar to a modern train set where individual cars are linked together. This design allows for flexibility; during off-peak times, cars can be removed to reduce wear and tear. When demand increases during peak times, additional cars can be added. This way, you're efficiently managing the usage of the train, similar to how you would manage the mileage on a vehicle.

Question: The tunnels that you would dig for Alternative 3 - how easy would those be to repurpose later on? For example, if you wanted to add another line, would you need to bore another whole tunnel?

LASRE response: We're proposing a single-bore tunnel that would accommodate both lines. Repurposing the same tunnel for something else entirely is a different matter. If we wanted to add another line, we would need to bore a separate tunnel.

Question: What are some of the cons of monorail versus underground?

LASRE response: A common stakeholder comment regarding the monorail compared to an underground system is the travel time from end to end. Our monorail route will take slightly longer because we have an additional stop at the Getty and we follow the 405 alignment, which introduces more curves. This naturally extends our travel time; however, it's important to consider that the key journeys aren't just between the start and endpoints in our transit system. For instance, once the alignment reaches LAX, we expect a very popular origin/ destination station pair will be between UCLA and LAX. Travelers from Van Nuys are more likely to take Metrolink or Amtrak to Union Station instead of using Skyrail to connect with the Expo Line to downtown, as that wouldn't likely be the fastest route. Therefore, focusing solely on the overall travel time of a straight underground route with fewer stops doesn't provide a complete picture.