Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Community Meetings
June 2018
Welcome and Agenda

Thank you for joining us!

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>6:00 pm</td>
<td>Open House</td>
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<tr>
<td>6:30 pm</td>
<td>Welcome &amp; Presentation</td>
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<tr>
<td>7:00 pm</td>
<td>Q&amp;A</td>
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<td>7:15 pm</td>
<td>Open House Resumes</td>
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<tr>
<td>8:00 pm</td>
<td>Meeting Concludes</td>
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Purpose of this Meeting

- Introduce project
- Describe study process
- Present initial transit concepts for Valley-Westside
- Gather feedback on project purpose, transit concepts, and issues of community concern

The Feasibility Study is the first phase in the process of developing a new transit service.
Corridor History

> **2008:** Measure R provides $1 billion for transit corridor (2039 opening year)
> **2014:** I-405 Sepulveda Pass Widening Project opened to traffic
> **2016:** Measure M provides over $9 billion for transit improvements
  - $260 million for ExpressLanes on I-405 (opening year 2026)
  - $5.7 billion for Valley-Westside transit (opening year 2033)
  - $3.8 billion for Westside-LAX transit (opening year 2057)
> **2018:** Metro’s 28 by 2028 initiative identifies the Valley-Westside section of the project as a candidate for accelerated completion by the 2028 Olympic and Paralympic Games
> **Ongoing:** project being evaluated for a public-private partnership
What We’re Studying

- Rail transit concepts between the San Fernando Valley and LAX
- Connections to existing/planned transit corridors
- Alignments and station locations, including Park & Ride
- Maintenance facility requirements
- Study Area divided into two sections:
  - Valley-Westside
  - Westside-LAX
Project Study Area

> Approximately 22 miles long
> Generally follows Interstate 405
> Primarily within the City of Los Angeles, but also portions of:
  • City of Santa Monica
  • Culver City
  • City of Inglewood
  • Unincorporated Los Angeles County
Projects in Planning or Construction
Study Area Travel Characteristics

- 2.26 million trips produced daily, 47% leave study area
- 3.04 million trips attracted daily, 61% from outside study area
- Severe traffic congestion on I-405 during peak periods
- Travel times are highly variable
- Limited options for Valley-Westside travel
- Over 400,000 trips through Sepulveda Pass each weekday
- Less than 2 percent of trips in Sepulveda Pass are made by transit
Valley-Westside Travel Patterns

> In the Valley
  - Origins and destinations are widely distributed
  - Slight concentration between I-405 and Van Nuys Boulevard

> On the Westside
  - Origins and destinations concentrated from downtown Santa Monica to Century City

> South of I-10
  - Concentration of origins and destinations near LAX
Westside-LAX Section Travel Patterns

> Origins and destinations are concentrated between Sunset Boulevard and Interstate 105
> Fewer origins and destinations in the San Fernando Valley
Project Purpose and Need

Provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside, including the LAX area. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity and reliability of transit service and provide convenient connections to existing and planned transit corridors.
Study Process

**STEP 1**
RESEARCH AND EVALUATION OF TRANSIT MODES

**STEP 2**
VALLEY-WESTSIDE CONCEPT DEVELOPMENT

**WE ARE HERE**
Public Outreach Meetings

**STEP 3**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (VALLEY-WESTSIDE)

**STEP 4**
WESTSIDE-LAX CONCEPT DEVELOPMENT

**STEP 5**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (WESTSIDE-LAX)

**STEP 6**
CONCEPTUAL DESIGN OF SELECTED CONCEPTS

**STEP 7**
COMPARATIVE PERFORMANCE EVALUATION OF CONCEPTS (VALLEY TO LAX)
Components of a Transit Concept

> Type of transit vehicle (e.g., light rail or monorail)
> Alignment—the route the transit service follows
> Terminus station locations—endpoint or final station for the transit alignment
> Intermediate station locations—stations along the alignment and between the endpoints
> Vertical configuration (e.g., at grade, underground, aerial)
Transit Modes Under Consideration

- **Fully grade separated**: Up to 70 mph, 6 to 8 cars per train, 810 to 1,080 passengers per train. Examples: Metro Red and Purple Lines.

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- **6 to 8 cars per train**: Up to 70 mph, 810 to 1,080 passengers per train. Examples: Metro Red and Purple Lines.

- **810 to 1,080 passengers per train**: Fully grade separated, up to 70 mph. Examples: Metro Red and Purple Lines.

- **Examples**: Metro Red and Purple Lines.

- **Heavy Rail Transit (HRT)**: At grade, underground, or aerial, up to 65 mph, 3 to 4 cars per train, 405 to 540 passengers per train. Examples: Metro Blue, Green, Gold, and Expo Lines.

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- **3 to 4 cars per train**: At grade, underground, or aerial, up to 65 mph, 405 to 540 passengers per train. Examples: Metro Blue, Green, Gold, and Expo Lines.

- **405 to 540 passengers per train**: At grade, underground, or aerial, up to 65 mph. Examples: Metro Blue, Green, Gold, and Expo Lines.

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- **Rubber Tire Transit**:
  - At grade, underground, or aerial: Up to 50 mph, 9 to 15 cars per train, 720 to 1,440 passengers per train. Can sustain operations on steep grades, relatively high energy consumption. Examples: Las Vegas Monorail, Mexico City Metro

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- **9 to 15 cars per train**: Rubber Tire Transit, at grade, underground, or aerial, up to 50 mph, 720 to 1,440 passengers per train. Can sustain operations on steep grades, relatively high energy consumption. Examples: Las Vegas Monorail, Mexico City Metro

- **720 to 1,440 passengers per train**: Rubber Tire Transit, at grade, underground, or aerial, up to 50 mph. Can sustain operations on steep grades, relatively high energy consumption. Examples: Las Vegas Monorail, Mexico City Metro

- **Can sustain operations on steep grades**: Rubber Tire Transit, at grade, underground, or aerial, up to 50 mph, 9 to 15 cars per train, 720 to 1,440 passengers per train. Examples: Las Vegas Monorail, Mexico City Metro

- **Relatively high energy consumption**: Rubber Tire Transit, at grade, underground, or aerial, up to 50 mph, 9 to 15 cars per train, 720 to 1,440 passengers per train. Examples: Las Vegas Monorail, Mexico City Metro

- **Examples**: Las Vegas Monorail, Mexico City Metro
Initial Valley-Westside Transit Concepts
(All concepts planned to allow extension to LAX)
Concept 1 (HRT)

Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Concept 1 (HRT)

Alignment options on the Westside are the same for Concepts 1-4.
Concept 2 (HRT)

Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Concept 3 (LRT)

Valley

Sepulveda Transit Corridor Project (alignment options)

- Aerial or Underground
- Underground

Existing Service

- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction

- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)
Concept 5 (Monorail or Rubber Tire)
Concept 5 (Monorail or Rubber Tire)

Westside

Sepulveda Transit Corridor Project (alignment options)
- Aerial
- Aerial or At Grade
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Monorail

Rubber Tire Transit
Concept 6 (Purple Line Extensions)

Valley

Sepulveda Transit Corridor Project (alignment options)
- **Aerial or Underground**
- **Underground**

**Existing Service**
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

**Pre-Construction**
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Evaluation Criteria

- Community Input
- Compatibility with Local and Regional Plans
- Cost
- Cost-Effectiveness
- Potential Environmental Effects
- Reliability
- Ridership
- Sustainability
- Travel Time Savings
Feasibility Study Schedule

- **STUDY KICKOFF**: DECEMBER 2017
- **PROJECT INTRODUCTION**: SUMMER/FALL 2018
- **EVALUATION OF VALLEY-WESTSIDE INITIAL CONCEPTS**: FALL 2018
- **EVALUATION OF WESTSIDE-LAX INITIAL CONCEPTS**: WINTER/SPRING 2019
- **STUDY COMPLETION**: SUMMER 2019
- **FUTURE ENVIRONMENTAL ANALYSIS**: 2020

We are here
This is the first of three rounds of community meetings for the Study:

- Thursday, June 7, 2018 - 6–8pm - Westwood United Methodist Church
- Saturday, June 9, 2018 - 10am–12pm - Marvin Braude Constituent Service Center
- Tuesday, June 12, 2018 - 6–8pm - Proud Bird Restaurant*

Connecting with the Community

> Project database of 6,900 and growing
> Project survey – over 5,000 responses to date
> Coordination with commuter services agencies & groups – survey sent to 50,000+ employees in the region
> Project video
> Project webpage – [www.metro.net/projects/sepulvedacorridor/](http://www.metro.net/projects/sepulvedacorridor/)
> Community meeting notification
  - Take One cards – 31,000+ distributed
  - Targeted Facebook & print advertisements
  - Media release & The Source posts
  - Distributions at neighborhood councils and city halls