Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Public Meetings
July/August 2019
Thank you for joining us!

- 6:00 pm Open House
- 6:30 pm Welcome & Presentation
- 7:00 pm Q&A
- 7:15 pm Open House Resumes
- 8:00 pm Meeting Concludes
Purpose of Meeting

> Report study progress & community input to date
> Present evaluation of transit concepts
> Review next steps
> Gather community feedback
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.
Scope of Feasibility Study & Desired Feedback

> San Fernando Valley to LAX
  • Valley-Westside
  • Westside-LAX

> Rail transit concepts including:
  • Heavy Rail Transit (HRT)
  • Monorail Transit (MRT)

> Connections to existing/planned transit corridors

> Alignments and station locations/access

> Maintenance and Storage Facility (MSF)
June 2018 Public Meetings
  • Presented six initial Valley-Westside concepts
  • Variety of modes (LRT, HRT, MRT)
January/February 2019 Public Meetings

- Presented four refined Valley-Westside concepts
- Introduced concepts for Westside-LAX
Study Process

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

**STEP 2**
VALLEY-WESTSIDE CONCEPT DEVELOPMENT

**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 AND EVALUATION OF CONCEPTS

**STEP 7**
DEVELOPMENT OF RECOMMENDATIONS FOR BOARD REVIEW

Public Outreach Meetings

WE ARE HERE
Outreach Overview

- Take-ones distributed: 79,525
- Email database: ~6,500 stakeholders
- Print ads run (Daily News, Daily Breeze, Hoy): 3
- Total print ad circulation: 175,012
- Facebook ad reach: 471,401
- Earned media coverage (ex: LA Times, Daily News, KNBC, KPCC): 40 stories
- Elected/city staff group briefings: 4

In-Person Outreach (5,500+)

- Public Meetings (6)
- Transit Stations (6)
- Outreach Events/Booths (20+)
- Stakeholder Mtgs/Briefings (20+)

Stakeholder Feedback

- Survey #1
- Survey #2
- Public Meeting Comments/Questions
- Online/Email Comments/Questions
Public Agency Input

Caltrans
LADOT
Santa Monica Mountains Conservancy
Metrolink
US Army Corps of Engineers
Los Angeles World Airports
Los Angeles Department of Water & Power
LA DWP
Antelope Valley Transit Authority
CALIFORNIA DEPARTMENT OF FISH & WILDLIFE
US EPA
WESTSIDE CITIES COUNCIL OF GOVERNMENTS
UCLA
Response to Feedback

> Santa Monica Boulevard Station added to all alternatives for further analysis

> Overland Avenue alignment added to consideration for Westside-LAX concepts
Could an alignment be located in the I-405 median?

- I-405 ExpressLanes are planned for median between I-10 and US 101
- I-405 has no median between US 101 and Sherman Way, creating a need to remove lanes or widen the freeway
- Columns in the median on curves would block drivers’ view of stopped vehicles or other obstructions, violating Caltrans’ safety and design standards
Evaluation Criteria

- Community Input
- Compatibility with Local and Regional Plans
- Cost
- Cost-Effectiveness
- Potential Environmental Effects
- Reliability
- Ridership
- Sustainability
- Travel Time Savings
Refined Valley-Westside Alternatives

HRT 1

HRT 2

HRT 3

MRT 1
Other existing and planned Metro MSF sites do not have the capacity to serve the fleet required for this corridor.

MSF Requirements:
- Within ¼ mile of alignment to reduce costs
- 20-30 acres, depending on configuration
- Inspection, cleaning, and service of vehicles
- Overnight and off-peak storage of vehicles
Potential MSF Locations

- Sepulveda at Nebraska (All Alternatives)
- Van Nuys at Arminta (HRT 1, HRT 2)
- Woodman at Metrolink (HRT 3, MRT 1)

Additional locations may be identified during environmental review.
### Valley-Westside Alternatives

<table>
<thead>
<tr>
<th></th>
<th>HRT 1</th>
<th>HRT 2</th>
<th>HRT 3</th>
<th>MRT 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily ridership</td>
<td>128,000</td>
<td>126,000</td>
<td>137,000</td>
<td>122,000</td>
</tr>
<tr>
<td>(2042)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low-income riders</td>
<td>82,000</td>
<td>80,000</td>
<td>88,000</td>
<td>80,000</td>
</tr>
<tr>
<td>New transit trips</td>
<td>54,000</td>
<td>53,000</td>
<td>57,000</td>
<td>49,000</td>
</tr>
<tr>
<td>Travel time*</td>
<td>16</td>
<td>17</td>
<td>19</td>
<td>26</td>
</tr>
<tr>
<td>(minutes)</td>
<td></td>
<td></td>
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</tbody>
</table>

*From Van Nuys Metrolink Station to Metro Expo Line

Note: Results are for alignments to Expo/Sepulveda Station. Travel times are about one minute longer and ridership is about two percent lower to Expo/Bundy.
Access to Project

How Riders Access Valley-Westside Alternatives

- **Other Rail**: 35%
- **Kiss & Ride**: 2%
- **Walk/Bike**: 37%
- **Park & Ride**: 2%
- **Bus**: 24%

Source: Metro Travel Demand Model

High Ridership Potential

The UCLA Campus station would be the busiest non-transfer station in the Metro system
Evaluation of Alternatives—Environmental

Valley-Westside Alternatives

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</thead>
<tbody>
<tr>
<td>% in tunnel</td>
<td>100%</td>
<td>100%</td>
<td>60%</td>
<td>35%</td>
</tr>
<tr>
<td>Minimize impact to environment*</td>
<td><img src="image1" alt="Diagram" /></td>
<td><img src="image2" alt="Diagram" /></td>
<td><img src="image3" alt="Diagram" /></td>
<td><img src="image4" alt="Diagram" /></td>
</tr>
<tr>
<td>Minimize property acquisition</td>
<td><img src="image5" alt="Diagram" /></td>
<td><img src="image6" alt="Diagram" /></td>
<td><img src="image7" alt="Diagram" /></td>
<td><img src="image8" alt="Diagram" /></td>
</tr>
</tbody>
</table>

*Potential environmental impacts include:
- Noise
- Visual
- Wildlife habitat
Cost Estimates

> Capital Costs
  • Construction
  • Rail vehicles
  • Real estate
  • Administration
  • Design

> Operations and Maintenance (O&M) Costs
  • Workforce
  • Facilities and vehicle maintenance
  • Power supply
# Evaluation of Alternatives—Cost

## Valley-Westside Alternatives

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</thead>
<tbody>
<tr>
<td>Capital cost (2019 $, billions)</td>
<td>$10.6 to $13.5</td>
<td>$11.0 to $13.8</td>
<td>$9.9 to $12.2</td>
<td>$9.4 to $11.6</td>
</tr>
<tr>
<td>Annual O&amp;M cost (2019 $, millions)</td>
<td>$112 to $119</td>
<td>$112 to $129</td>
<td>$123 to $137</td>
<td>$81 to $89</td>
</tr>
<tr>
<td>Total length (miles)</td>
<td>12.8</td>
<td>13.5</td>
<td>14.3</td>
<td>15.4</td>
</tr>
<tr>
<td>% in tunnel</td>
<td>100%</td>
<td>100%</td>
<td>60%</td>
<td>35%</td>
</tr>
<tr>
<td>Tunnel stations</td>
<td>7</td>
<td>7</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Aerial stations</td>
<td>--</td>
<td>--</td>
<td>4</td>
<td>4</td>
</tr>
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</table>

Note: Cost estimates are preliminary and subject to refinement through the end of the study. Measure M cost estimate is $5.674B in 2015 $.
Refined Westside-LAX Concepts

Via Expo/Sepulveda Station

HRT or MRT I-405
HRT Centinela
HRT Sepulveda
HRT Overland
Refined Westside-LAX Concepts

Via Expo/Bundy Station

HRT Centinela

Purple Line Extension
## Westside-LAX Concepts
*(Ridership and travel times include entire corridor from Valley to LAX)*

<table>
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<th>Purple Line Extension</th>
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<tbody>
<tr>
<td><strong>Daily ridership</strong></td>
<td>228,000</td>
<td>173,000</td>
<td>229,000</td>
<td>236,000</td>
<td>233,000</td>
<td>275,000*</td>
</tr>
<tr>
<td>(2057)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Travel time</strong></td>
<td>30</td>
<td>38</td>
<td>31</td>
<td>30</td>
<td>31</td>
<td>33</td>
</tr>
<tr>
<td><strong>(minutes)</strong></td>
<td></td>
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*About 20,000 to 25,000 riders transferring from Sepulveda Transit Corridor to Purple Line are counted twice because they board two trains*

**From Van Nuys Metrolink Station to LAX**
## Evaluation of Concepts—Environmental

### Westside-LAX Concepts

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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>acquisition</td>
<td><img src="image7.png" alt="Diagram" /></td>
<td><img src="image8.png" alt="Diagram" /></td>
<td><img src="image9.png" alt="Diagram" /></td>
<td><img src="image10.png" alt="Diagram" /></td>
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*Potential environmental impacts include:
- Noise
- Visual
- Hazardous materials
What is a Predevelopment Agreement?

A Predevelopment Agreement (PDA) is a form of Early Contractor Involvement in which a private sector project developer participates in early project definition and design, in partnership with the project owner.

- PDA contractor provides technical work to support project development
- Parallel to environmental review and approval processes
- Upon feasibility, limited right for PDA contractor to submit firm fixed price delivery bid
- If delivery offer is not satisfactory, Metro may procure the project through competitive hard bid
PDA Value Proposition

A PDA can help to balance critical but competing goals in large and technically challenging projects. For the Sepulveda Transit Corridor, this includes:

- Constructability and project risk
- Whole of life project cost and affordability
- Mobility improvement and operating performance
- Commercial and financial feasibility
- Development and construction schedule acceleration
Community Meeting Schedule

> This is the third round of community meetings for the Feasibility Study:

- Wednesday, July 24, 2019 – 6-8pm – Proud Bird Restaurant
- Saturday, July 27, 2019 – 10am-12pm – Culver City Veterans Memorial Building
- Tuesday, July 30, 2019 – 6-8pm – St. Paul the Apostle Church
- Saturday, August 3, 2019 – 10am-1pm – Marvin Braude Constituent Service Center
Next Steps

> Complete documentation of Final Feasibility Study, including input from today’s meeting
> Present Final Feasibility Study to Metro Board in December 2019
  • Board selection of alternatives for environmental review
> Begin PDA Process
How to Provide Input

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Thank You

> Q&A