Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Public Meeting #1
July 24, 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)
How the Alternatives Were Developed

- June 2018 Public Meetings
  - Presented six initial Valley-Westside concepts
  - Variety of modes (LRT, HRT, MRT)

STEP 1
- RESEARCH AND EVALUATION OF TRANSIT MODES

STEP 2
- VALLEY-WESTSIDE CONCEPT DEVELOPMENT

Public Outreach Meetings
How the Alternatives Were Developed

> 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

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STEP 7: DEVELOPMENT OF RECOMMENDATIONS FOR BOARD REVIEW

Public Outreach Meetings

Public Outreach Meetings
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

![Segmented pie charts for in-person outreach and stakeholder feedback](chart.png)
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

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

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

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.
## Evaluation of Alternatives—Mobility

### 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></td>
<td>(2042)</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* (minutes)</td>
<td>16</td>
<td>17</td>
<td>19</td>
<td>26</td>
</tr>
</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%
- **Park & Ride**: 2%
- **Bus**: 24%
- **Walk/Bike**: 37%

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

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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="Diagram1" alt="Diagram" /></td>
<td><img src="Diagram2" alt="Diagram" /></td>
<td><img src="Diagram3" alt="Diagram" /></td>
<td><img src="Diagram4" alt="Diagram" /></td>
</tr>
<tr>
<td>Minimize property acquisition</td>
<td><img src="Diagram5" alt="Diagram" /></td>
<td><img src="Diagram6" alt="Diagram" /></td>
<td><img src="Diagram7" alt="Diagram" /></td>
<td><img src="Diagram8" alt="Diagram" /></td>
</tr>
</tbody>
</table>

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

Low (does not meet goal)
High (meets goal)
Cost Estimates

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

> Operations and Maintenance (O&M) Costs
  • Workforce
  • Facilities and vehicle maintenance
  • Power supply
## Valley-Westside Alternatives

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<th>HRT 3</th>
<th>MRT 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital cost</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>(2019 $, billions)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual O&amp;M cost</td>
<td>$112 to $119</td>
<td>$112 to $129</td>
<td>$123 to $137</td>
<td>$81 to $89</td>
</tr>
<tr>
<td>(2019 $, millions)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total length</td>
<td>12.8</td>
<td>13.5</td>
<td>14.3</td>
<td>15.4</td>
</tr>
<tr>
<td>(miles)</td>
<td></td>
<td></td>
<td></td>
<td></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>
</tbody>
</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

Metro®
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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<tr>
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<tr>
<td><strong>Daily ridership</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2057)</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><strong>Travel time</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(minutes)**</td>
<td>30</td>
<td>38</td>
<td>31</td>
<td>30</td>
<td>31</td>
<td>33</td>
</tr>
</tbody>
</table>

*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>55%</td>
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<td>100%</td>
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<td>100%</td>
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<tr>
<td>Minimize impact to</td>
<td><img src="image1" alt="Diagram" /></td>
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<td><img src="image5" alt="Diagram" /></td>
<td><img src="image6" alt="Diagram" /></td>
</tr>
<tr>
<td>environment*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td><img src="image7" alt="Diagram" /></td>
<td><img src="image8" alt="Diagram" /></td>
<td><img src="image9" alt="Diagram" /></td>
<td><img src="image10" alt="Diagram" /></td>
<td><img src="image11" alt="Diagram" /></td>
<td><img src="image12" alt="Diagram" /></td>
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<tr>
<td>acquisition</td>
<td></td>
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<td></td>
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*Potential environmental impacts include:
- Noise
- Visual
- Hazardous materials

![Low](image13) ![High](image14)
Project Process

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EARLY PLANNING
ENVIRONMENTAL REVIEW
ENGINEERING & DESIGN
CONSTRUCTION
OPERATIONS & MAINTENANCE
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
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