



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



Metro

Public Meetings

July/August, 2019

Welcome and Agenda

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

WE
ARE
HERE



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.



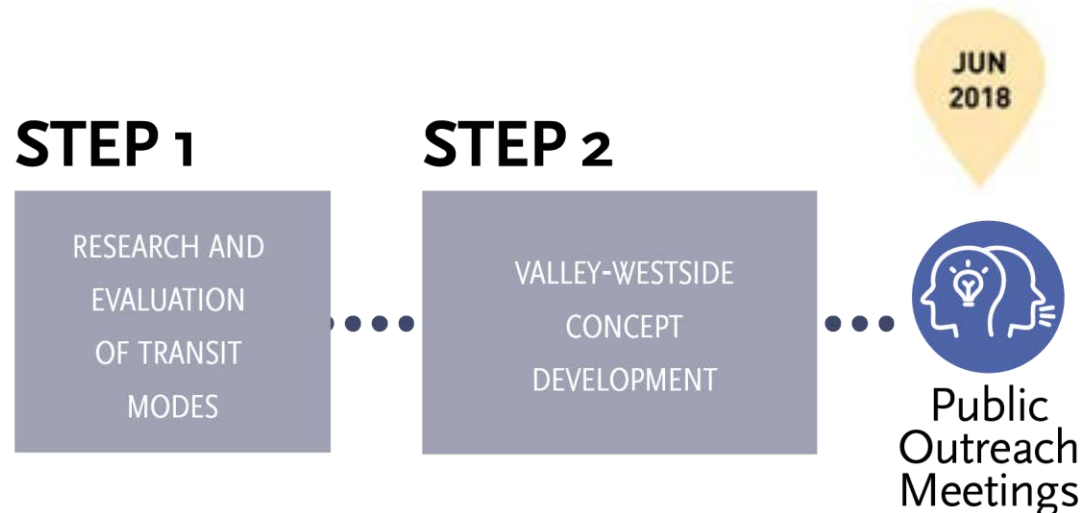
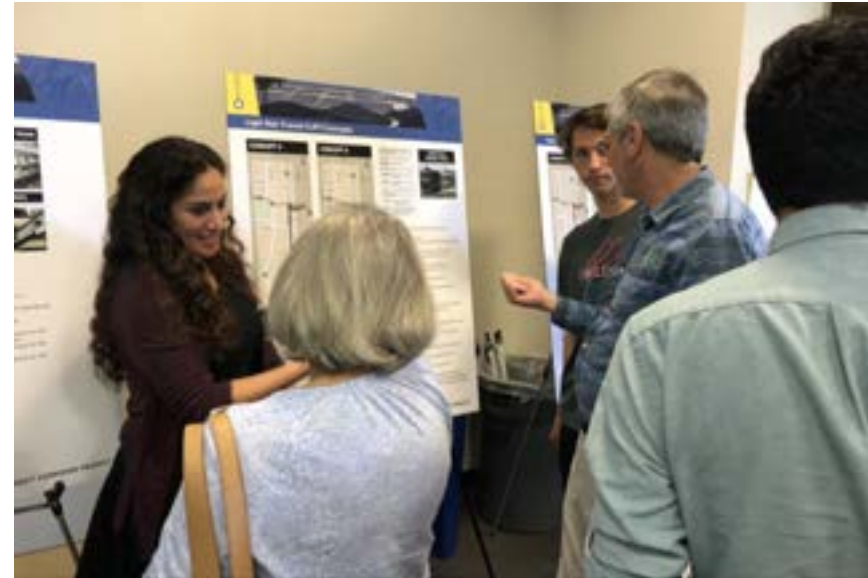
Scope of Feasibility Study & Desired Feedback

- > 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)



How the Alternatives Were Developed

- > January/February 2019 Public Meetings
 - Presented four refined Valley-Westside concepts
 - Introduced concepts for Westside-LAX



STEP 1

RESEARCH AND
EVALUATION
OF TRANSIT
MODES

STEP 2

VALLEY-WESTSIDE
CONCEPT
DEVELOPMENT



Public
Outreach
Meetings

STEP 3

EVALUATION OF INITIAL
CORRIDOR CONCEPTS
(VALLEY-WESTSIDE)

STEP 4

WESTSIDE-LAX
CONCEPT
DEVELOPMENT



Public
Outreach
Meetings

JAN/
FEB
2019

Study Process

STEP 1

RESEARCH AND
EVALUATION
OF TRANSIT
MODES

STEP 2

VALLEY-WESTSIDE
CONCEPT
DEVELOPMENT



Public
Outreach
Meetings

STEP 3

EVALUATION OF INITIAL
CORRIDOR CONCEPTS
(VALLEY-WESTSIDE)

STEP 4

WESTSIDE-LAX
CONCEPT
DEVELOPMENT



Public
Outreach
Meetings

STEP 5

EVALUATION OF INITIAL
CORRIDOR CONCEPTS
(WESTSIDE-LAX)

STEP 6

CONCEPTUAL DESIGN
AND EVALUATION OF
CONCEPTS

WE
ARE
HERE



Public
Outreach
Meetings

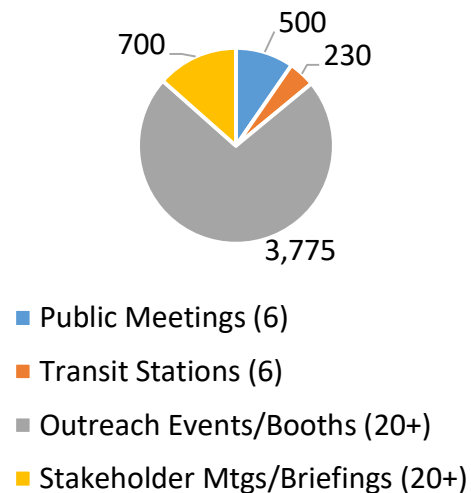
STEP 7

DEVELOPMENT OF
RECOMMENDATIONS
FOR BOARD REVIEW

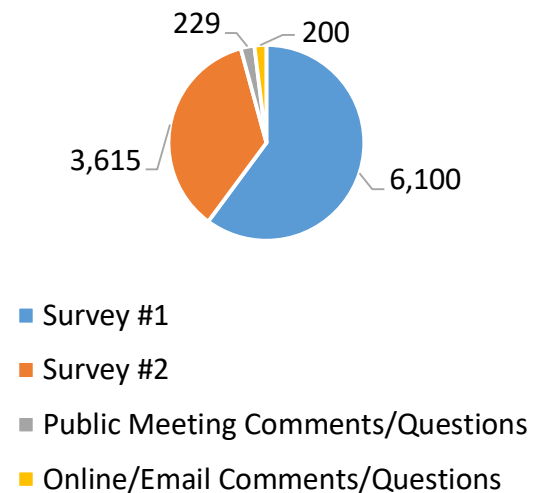
Outreach Overview

- > 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+)



Stakeholder Feedback



Public Agency Input



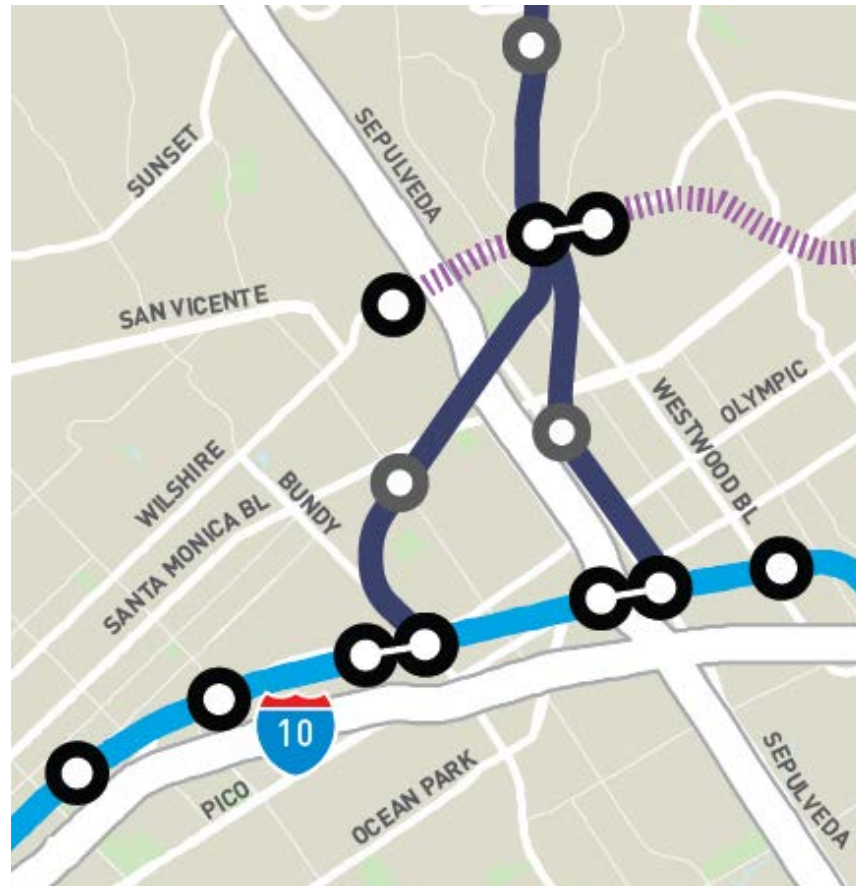
US EPA



Response to Feedback

- > Santa Monica Boulevard Station added to all alternatives for further analysis
- > Overland Avenue alignment added to consideration for Westside-LAX concepts

Santa Monica BI Station



HRT Overland



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



I-405 northbound approaching Sherman Way



I-405 southbound approaching Mountaingate Drive

Evaluation Criteria



Community Input



Compatibility with Local and Regional Plans



Cost



Cost-Effectiveness



Potential Environmental Effects



Reliability



Ridership



Sustainability

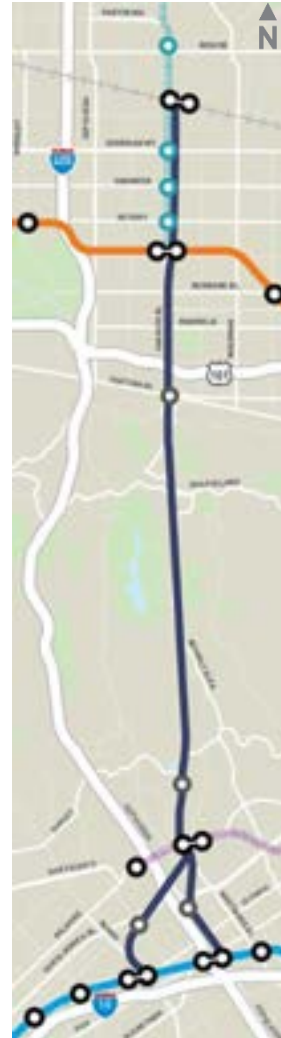


Travel Time Savings

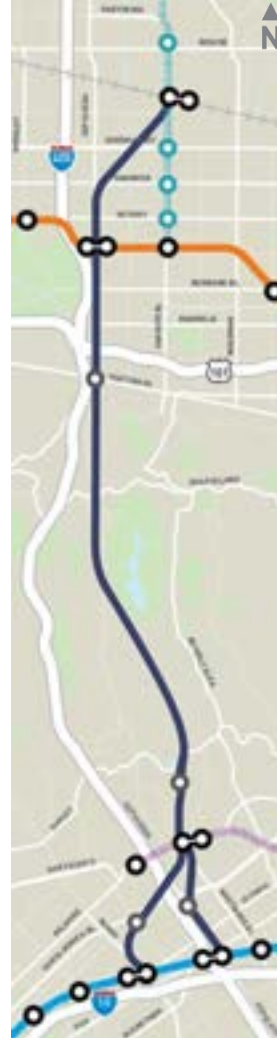
Refined Valley-Westside Alternatives



HRT 1



HRT 2



HRT 3



MRT 1



Maintenance and Storage Facility (MSF)

- > 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



Gold Line Foothill Extension MSF Building



Gold Line Foothill Extension MSF Yard

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

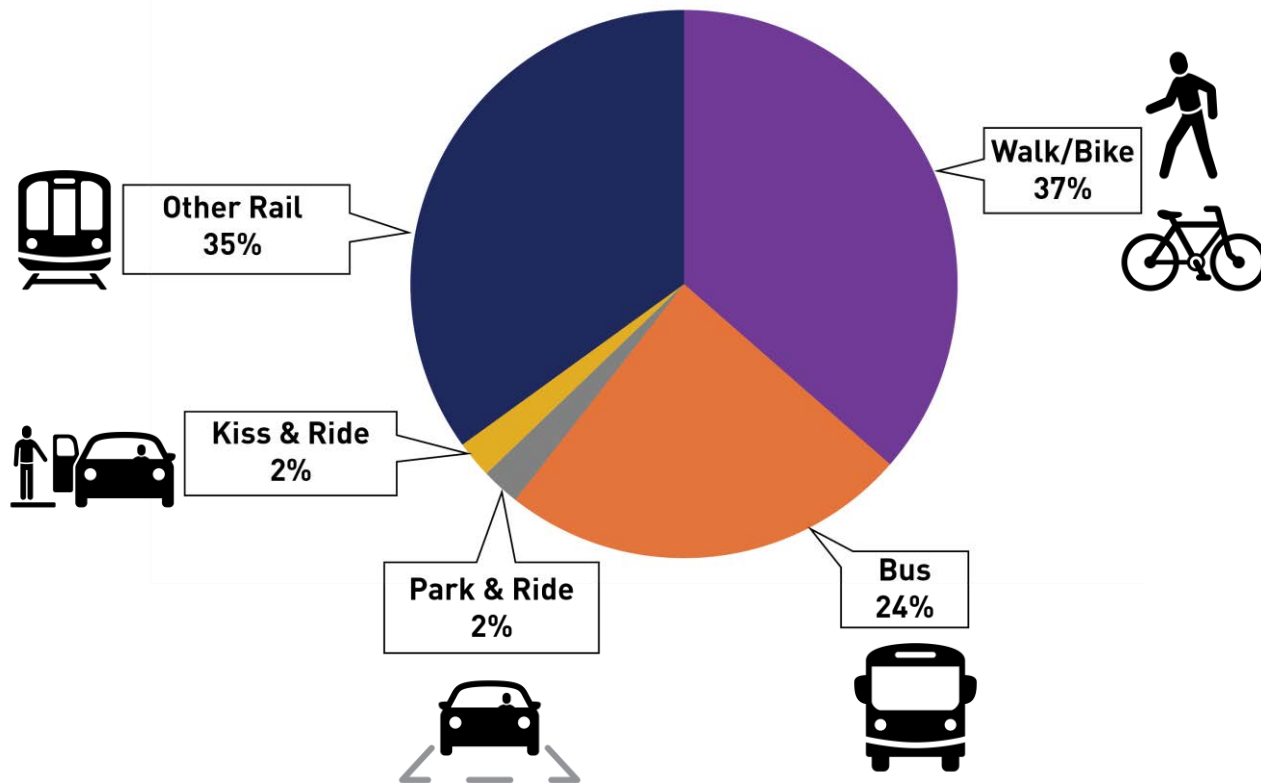
	HRT 1	HRT 2	HRT 3	MRT 1
Daily ridership (2042)	128,000	126,000	137,000	122,000
Low-income riders	82,000	80,000	88,000	80,000
New transit trips	54,000	53,000	57,000	49,000
Travel time* (minutes)	16	17	19	26

*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



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

	HRT 1	HRT 2	HRT 3	MRT 1
% in tunnel	100%	100%	60%	35%
Minimize impact to environment*				
Minimize property acquisition				

*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

	HRT 1	HRT 2	HRT 3	MRT 1
Capital cost (2019 \$, billions)	\$10.6 to \$13.5	\$11.0 to \$13.8	\$9.9 to \$12.2	\$9.4 to \$11.6
Annual O&M cost (2019 \$, millions)	\$112 to \$119	\$112 to \$129	\$123 to \$137	\$81 to \$89
Total length (miles)	12.8	13.5	14.3	15.4
% in tunnel	100%	100%	60%	35%
Tunnel stations	7	7	4	4
Aerial stations	--	--	4	4

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



Evaluation of Concepts—Mobility

Westside-LAX Concepts (Ridership and travel times include entire corridor from Valley to LAX)













	HRT I-405	MRT I-405	HRT Centinela	HRT Sepulveda	HRT Overland	Purple Line Extension
Daily ridership (2057)	228,000	173,000	229,000	236,000	233,000	275,000*
Travel time (minutes)**	30	38	31	30	31	33

*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

	HRT I-405	MRT I-405	HRT Centinela	HRT Sepulveda	HRT Overland	Purple Line Extension
% in tunnel	55%	55%	100%	100%	100%	100%
Minimize impact to environment*						
Minimize property acquisition						

*Potential environmental impacts include:

- Noise
- Visual
- Hazardous materials



Project Process

**WE
ARE
HERE**



**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

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 – Westwood Presbyterian 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