Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

Community Meetings

June 2018

Metro®

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

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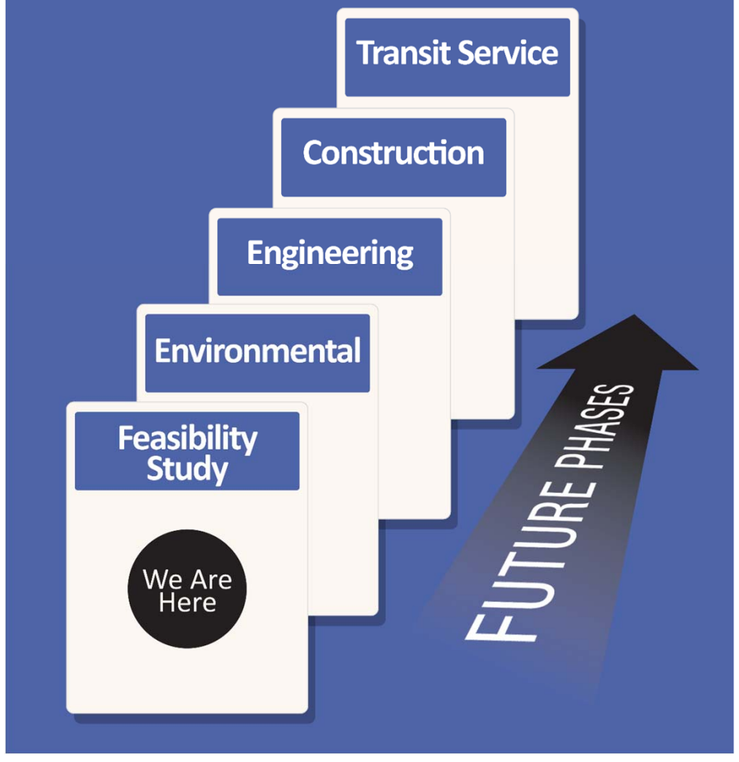
Purpose of this Meeting

- 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.



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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

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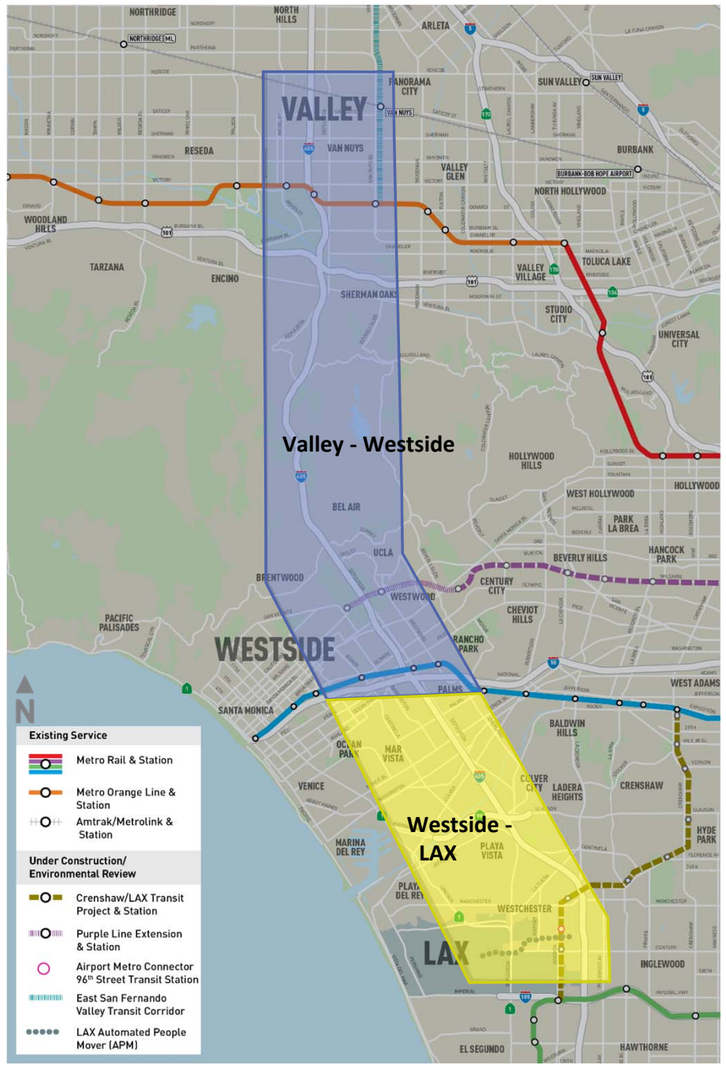
What We're Studying

- 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



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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

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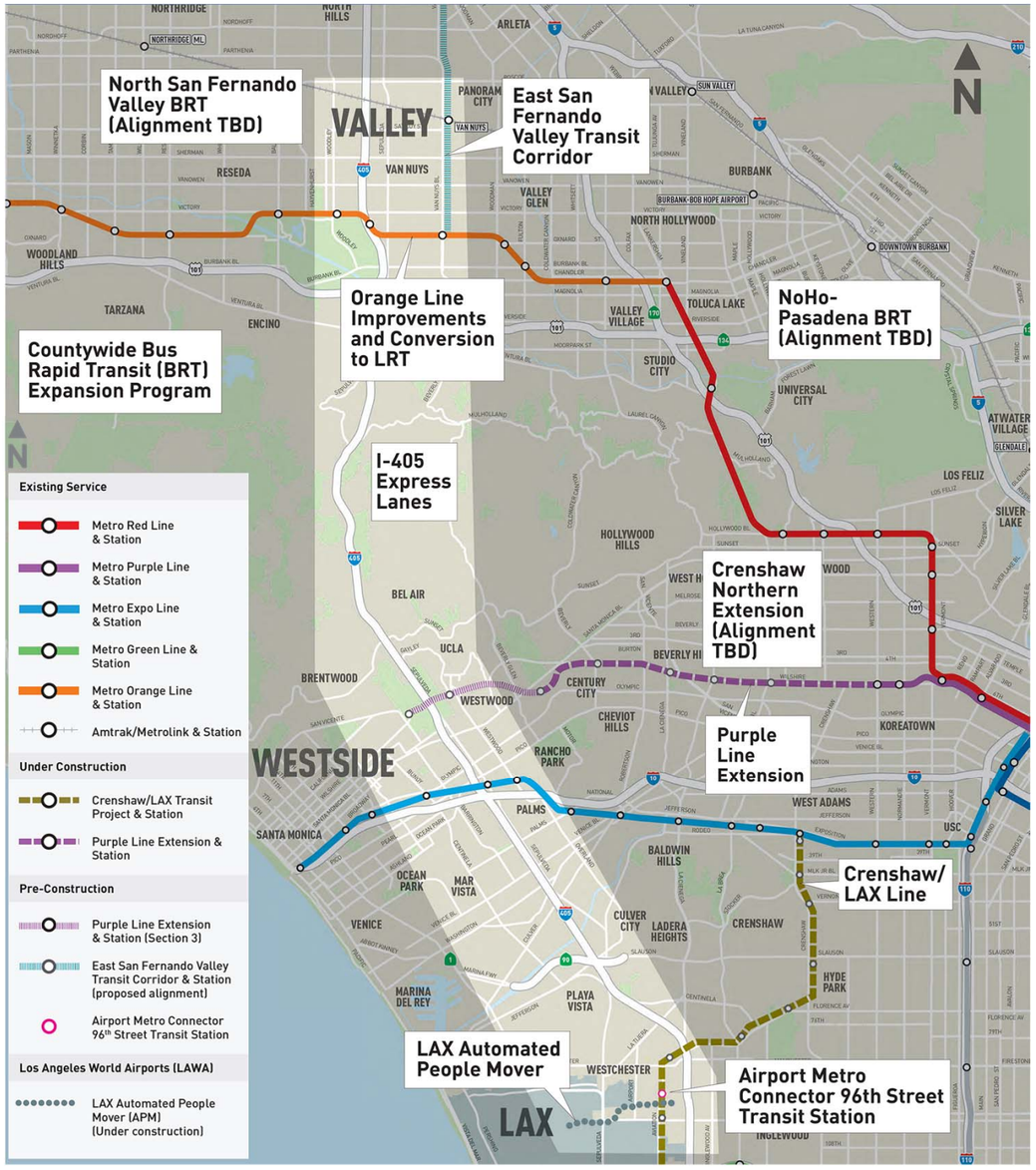
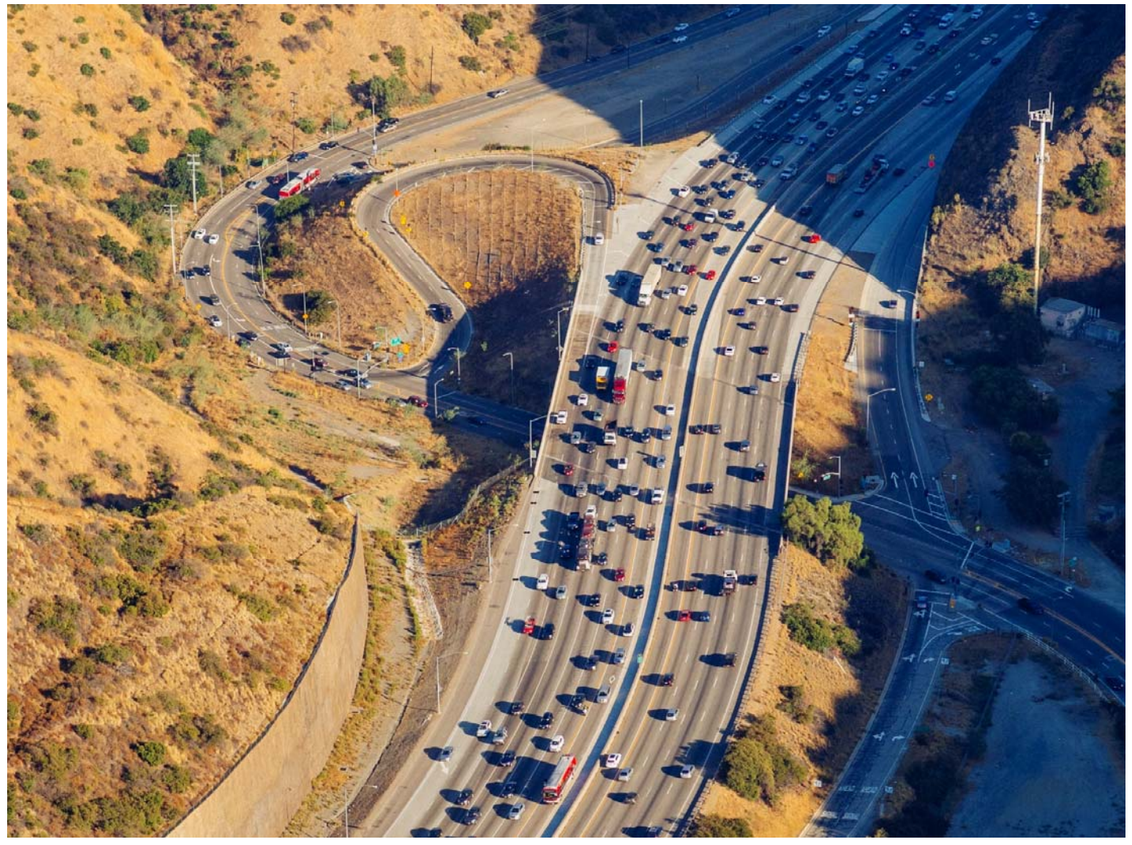
Projects in Planning or Construction



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



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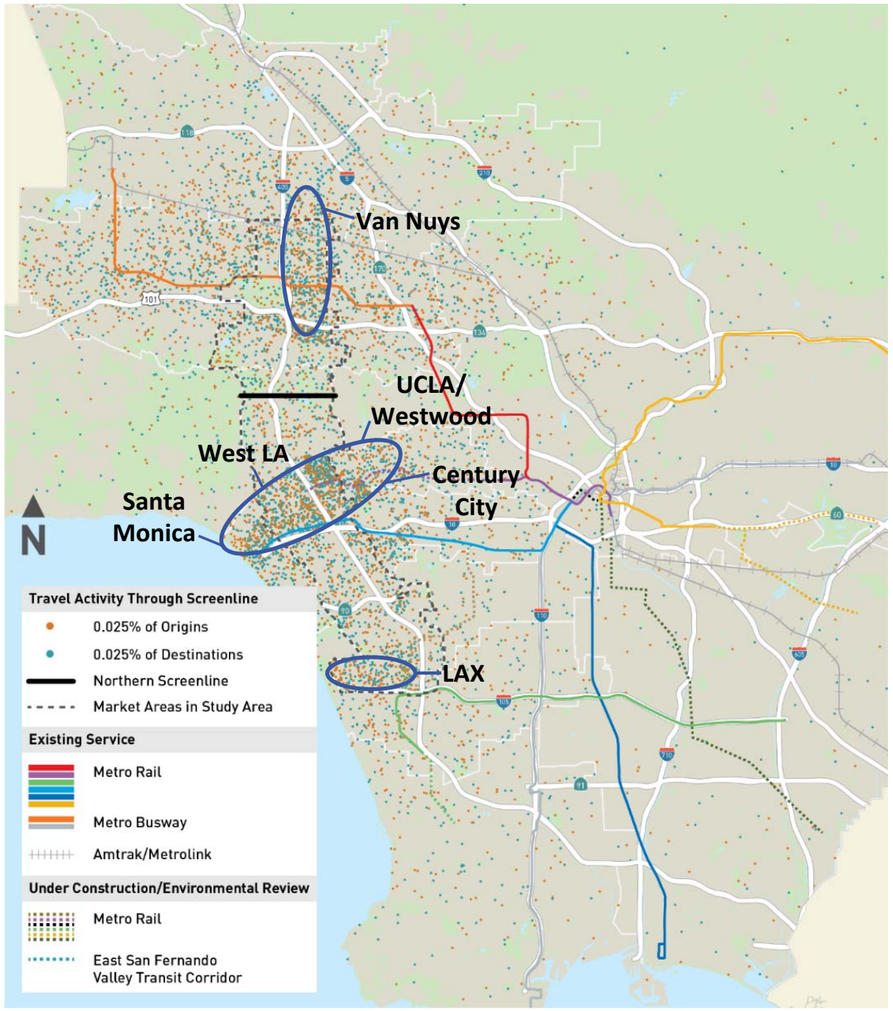
Valley-Westside Travel Patterns

- 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



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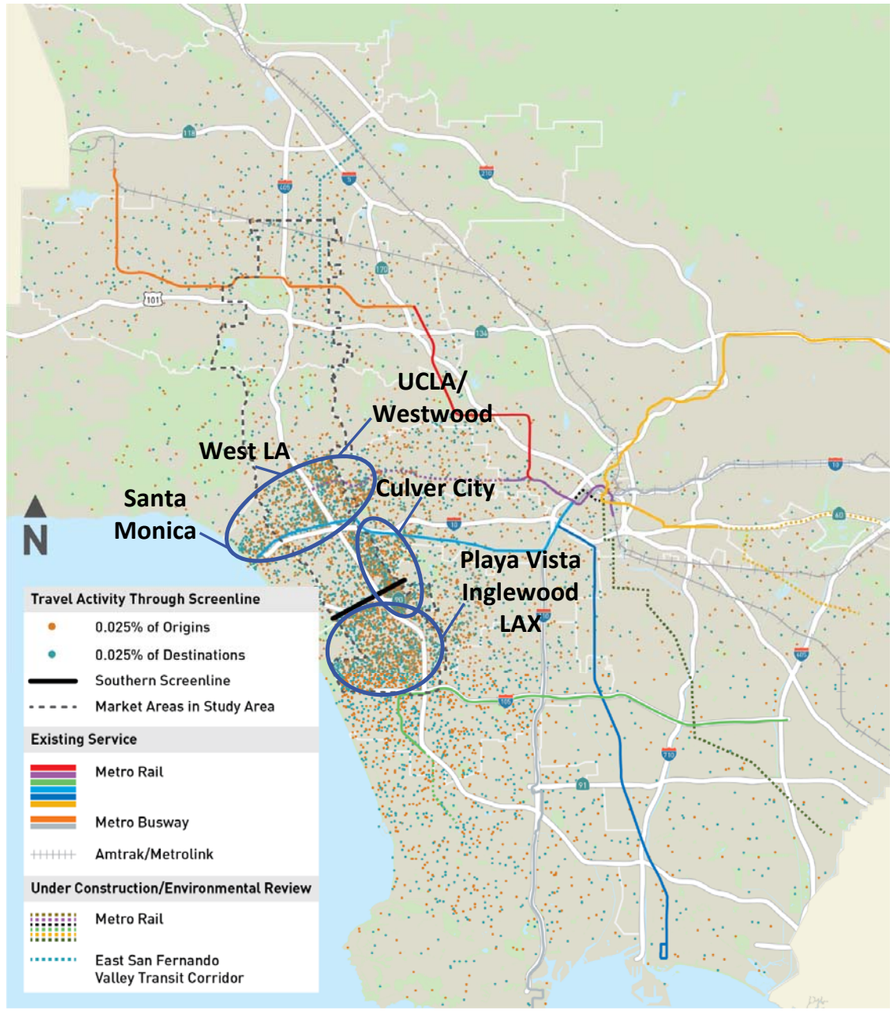
Westside-LAX Section Travel Patterns

- Origins and destinations are concentrated between Sunset Boulevard and Interstate 105
- Fewer origins and destinations in the San Fernando Valley



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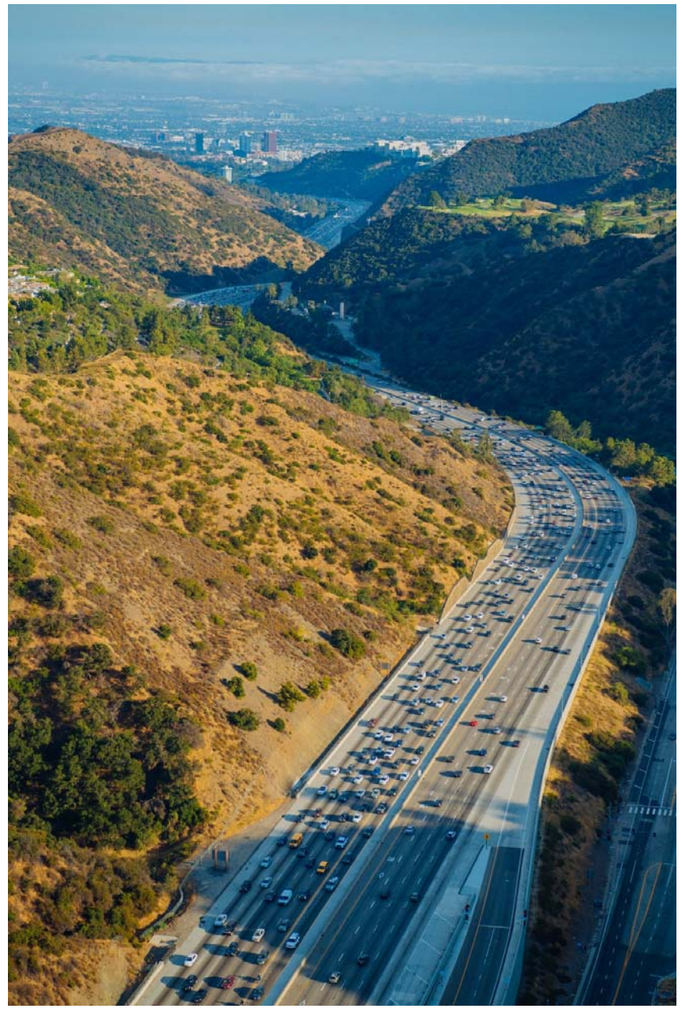
Project Purpose and Need

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.



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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)

Public Outreach Meetings

STEP 6
CONCEPTUAL DESIGN OF SELECTED CONCEPTS

Public Outreach Meetings

STEP 7
COMPARATIVE PERFORMANCE EVALUATION OF CONCEPTS (VALLEY TO LAX)

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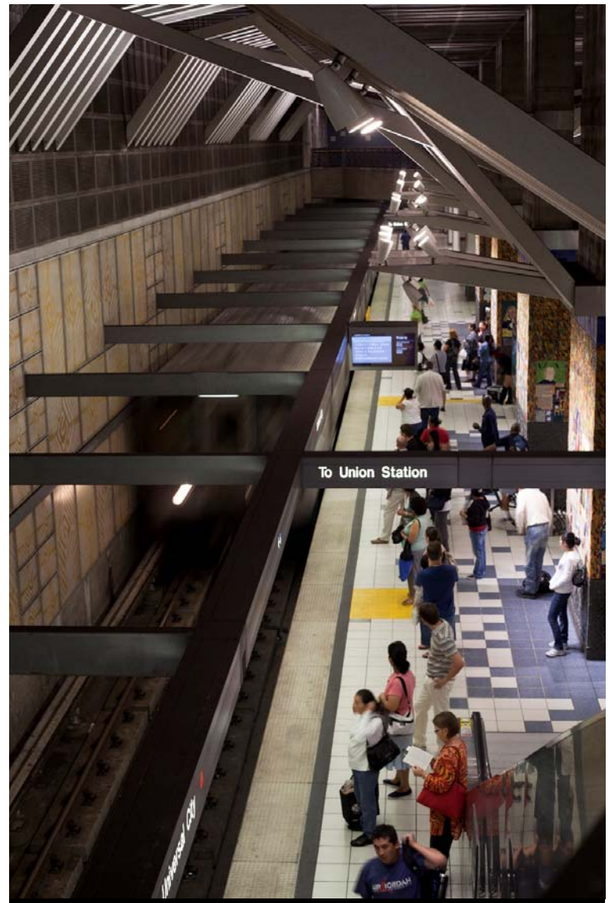
Components of a Transit Concept

- 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)

Aerial light rail station



Underground heavy rail station

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Transit Modes Under Consideration

Heavy Rail Transit (HRT)

> 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

Monorail

> Typically on aerial beam
> Up to 50 mph
> Up to 8 cars per train
> Up to 480 passengers per train
> Can sustain operations on steep grades
> Examples: Las Vegas Monorail

Light Rail Transit (LRT)

> 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

Rubber Tire Transit

> At grade, underground, or aerial
> Up to 50 mph
> Up to 9 cars per train
> Up to 1,440 passengers per train
> Can sustain operations on steep grades
> Relatively high energy consumption
> Examples: Mexico City Metro

Initial Valley-Westside Transit Concepts
(All concepts planned to allow extension to LAX)

Sepulveda Transit Corridor Project (alignment options)

- Aerial
- Aerial or Underground
- 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)

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HRT Concepts

LRT Concepts

Monorail or Rubber Tire

Purple Line Extension

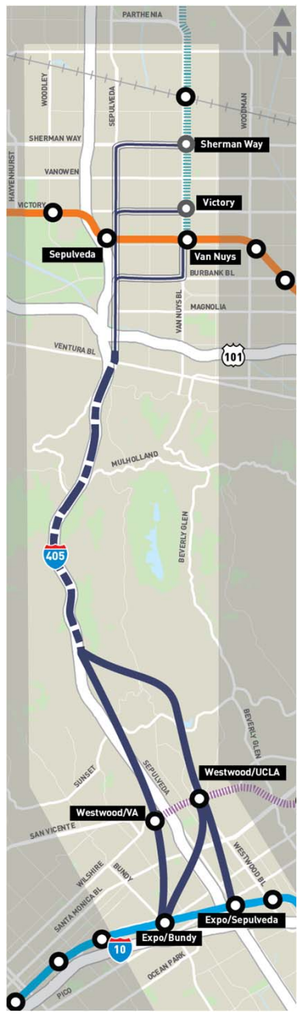
Concept 1

Concept 2

Concept 3

Concept 4

Concept 5



Concept 6

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)

Metro

Concept 1 (HRT)

Westside

Alignment options on the Westside are the same for Concepts 1-4

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)

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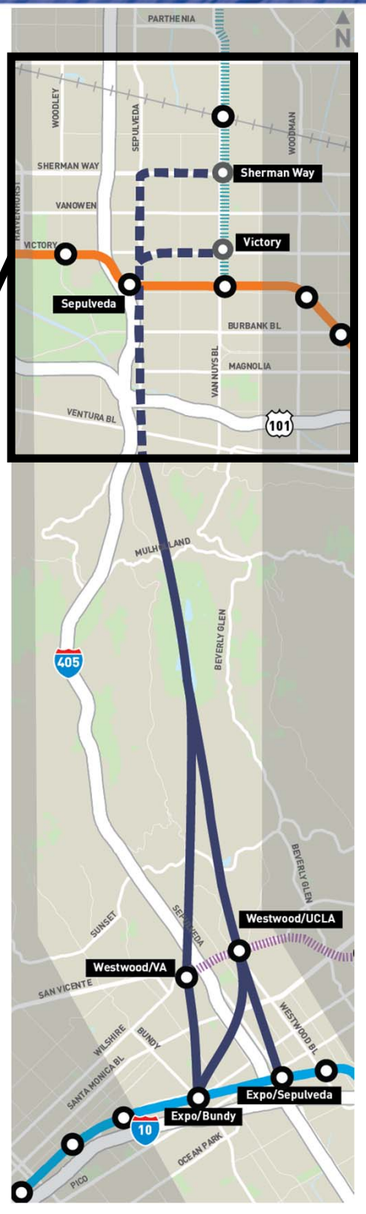
Concept 2 (HRT)

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)

Metro

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)

Light Rail Transit (LRT)

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Concept 4 (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)

Light Rail Transit (LRT)

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Concept 5 (Monorail or Rubber Tire)

Valley

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

Metro

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

Metro

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)

Metro

Concept 6 (Purple Line Extensions)

Westside

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)

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Station Opportunities

Sepulveda Transit Corridor Project (station and Park & Ride options)

- On underground alignment
- On underground or aerial alignment
- Park & Ride Opportunity

Existing Service

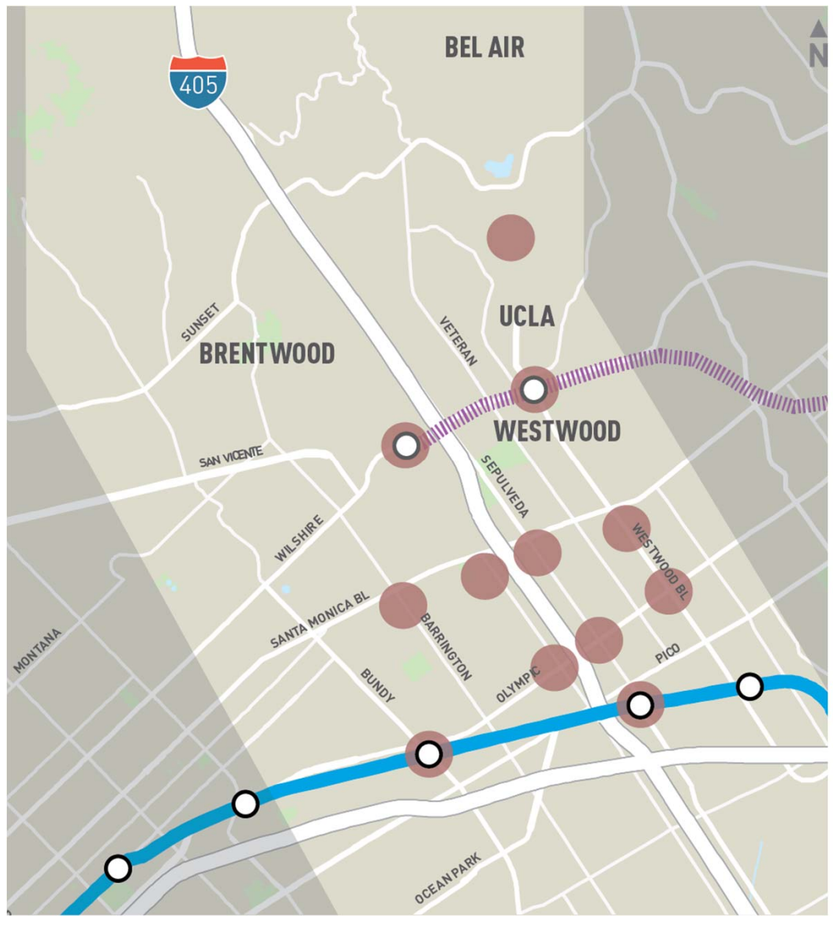
- Existing Metro Orange Line & Station
- Existing Metro Expo Line
- Amtrak/Metrolink & Station

Pre-Construction

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

Valley

Westside



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Evaluation Criteria

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

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Feasibility Study Schedule

We are here

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

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Community Meeting Schedule

This is the <u>first</u> 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***

* Join us for a live webcast of the June 12 meeting beginning at 6:30pm at *http://bit.ly/MetroSepulveda*.

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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/*
- 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

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How to Provide Input

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Thank You

Q&A