

Sepulveda Transit Corridor Project

Ensuring the Best Metro Board Decision in April

Update To July 29th 2019 Public Meeting Presentation

October 4, 2019

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Sepulveda Transit Corridor Project

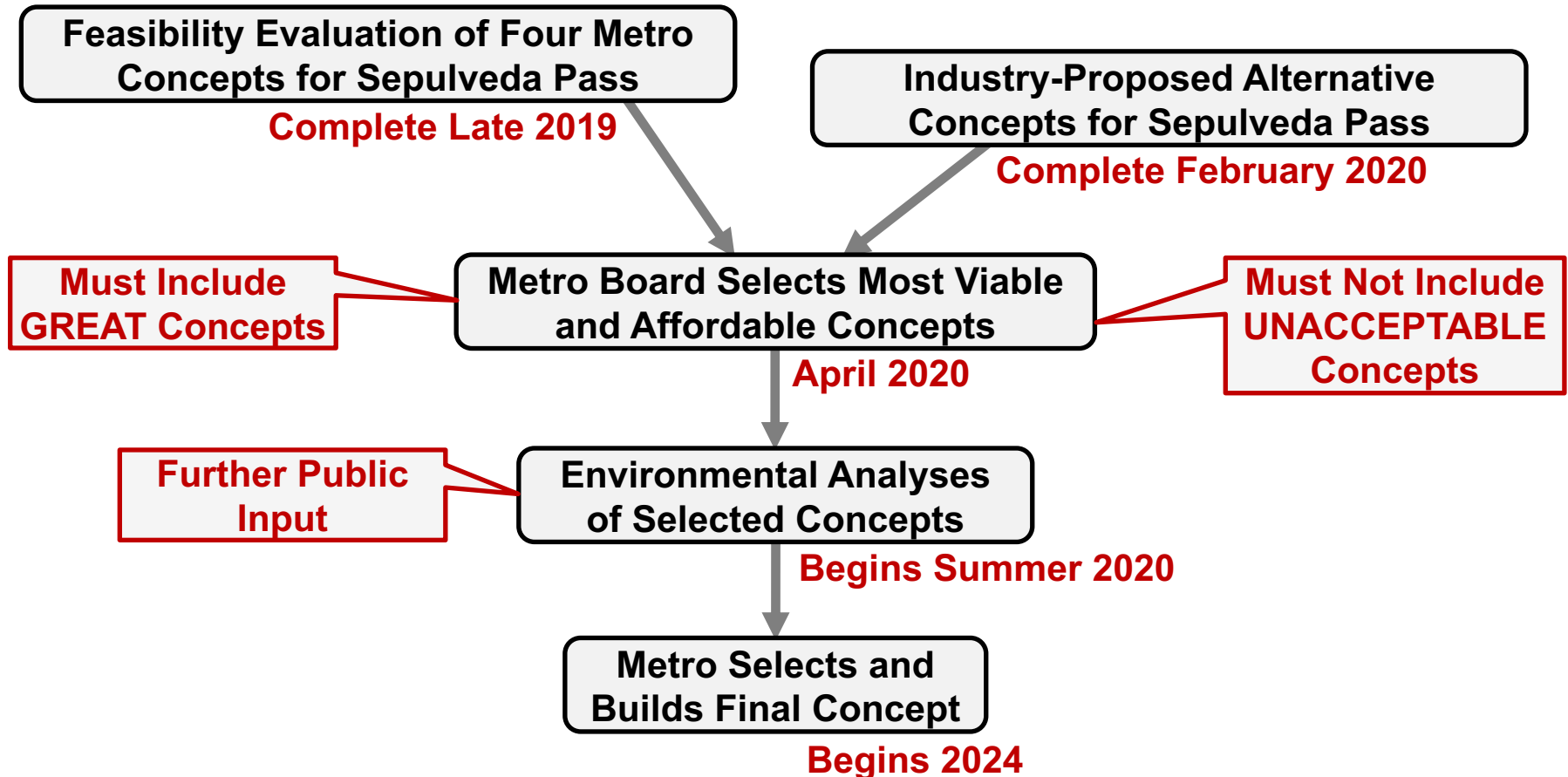
- ◆ **Most critical new route in Metro's entire rapid transit system**
- ◆ **Initially connects Valley to Westside**
- ◆ **Eventually connects Valley to LAX**
- ◆ **Must be fast, high capacity, and user friendly**
- ◆ **Must be fair and equitable to all communities**
- ◆ **Must be affordable**

Our Key Goals for Sepulveda Pass

- ◆ **BEST concepts selected**
 - **Metro historically chooses lowest-cost concept within available funding**
- ◆ **GREAT Metro concepts selected**
- ◆ **UNACCEPTABLE Metro concepts not selected**
- ◆ **GREAT alternative industry-proposed concepts selected**
- ◆ **FUNDING available for all selected concepts**

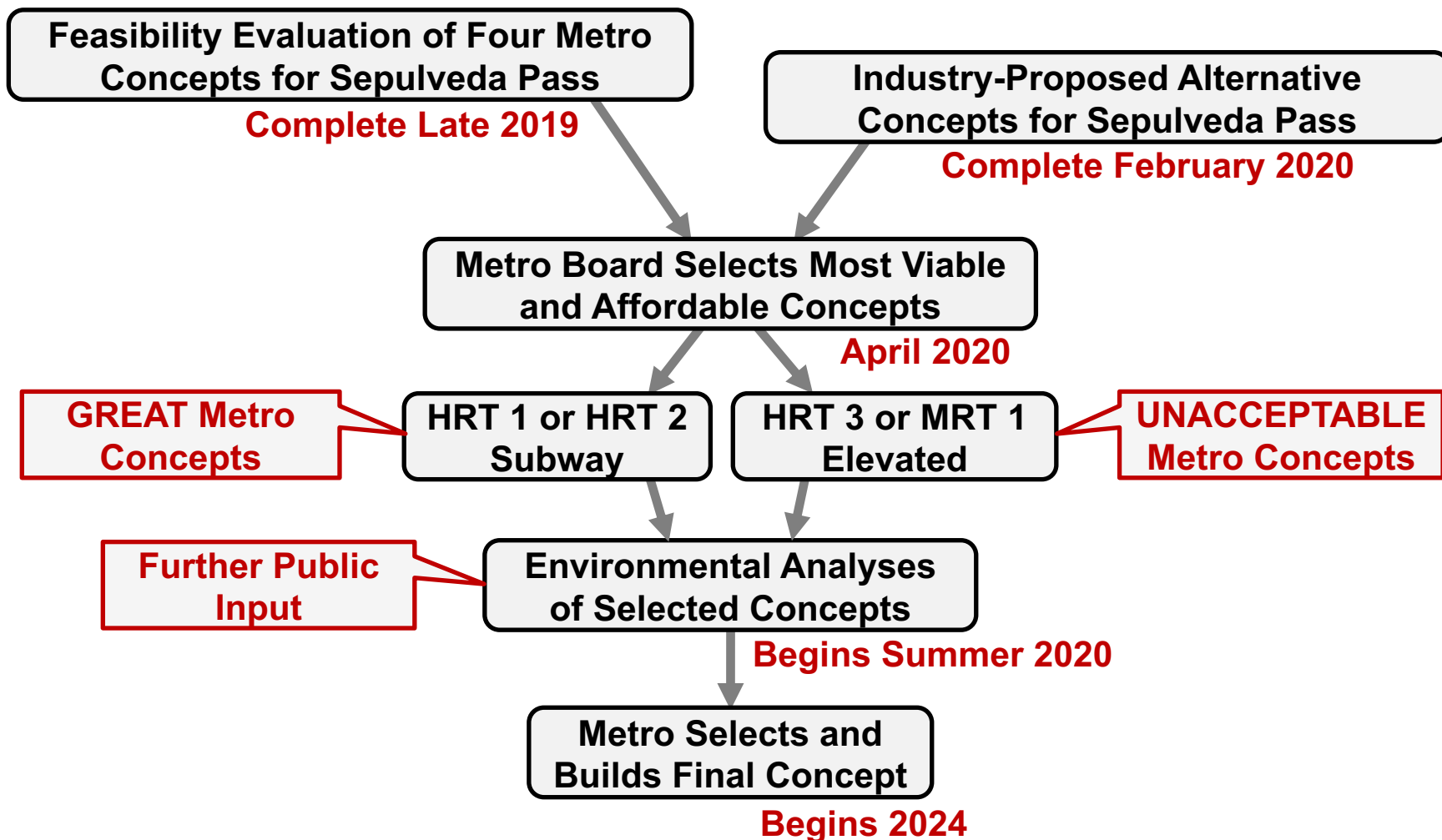
Why Are We Concerned Today?

- ◆ Because Metro Board makes critical final concept selections in April 2020– VERY SOON!



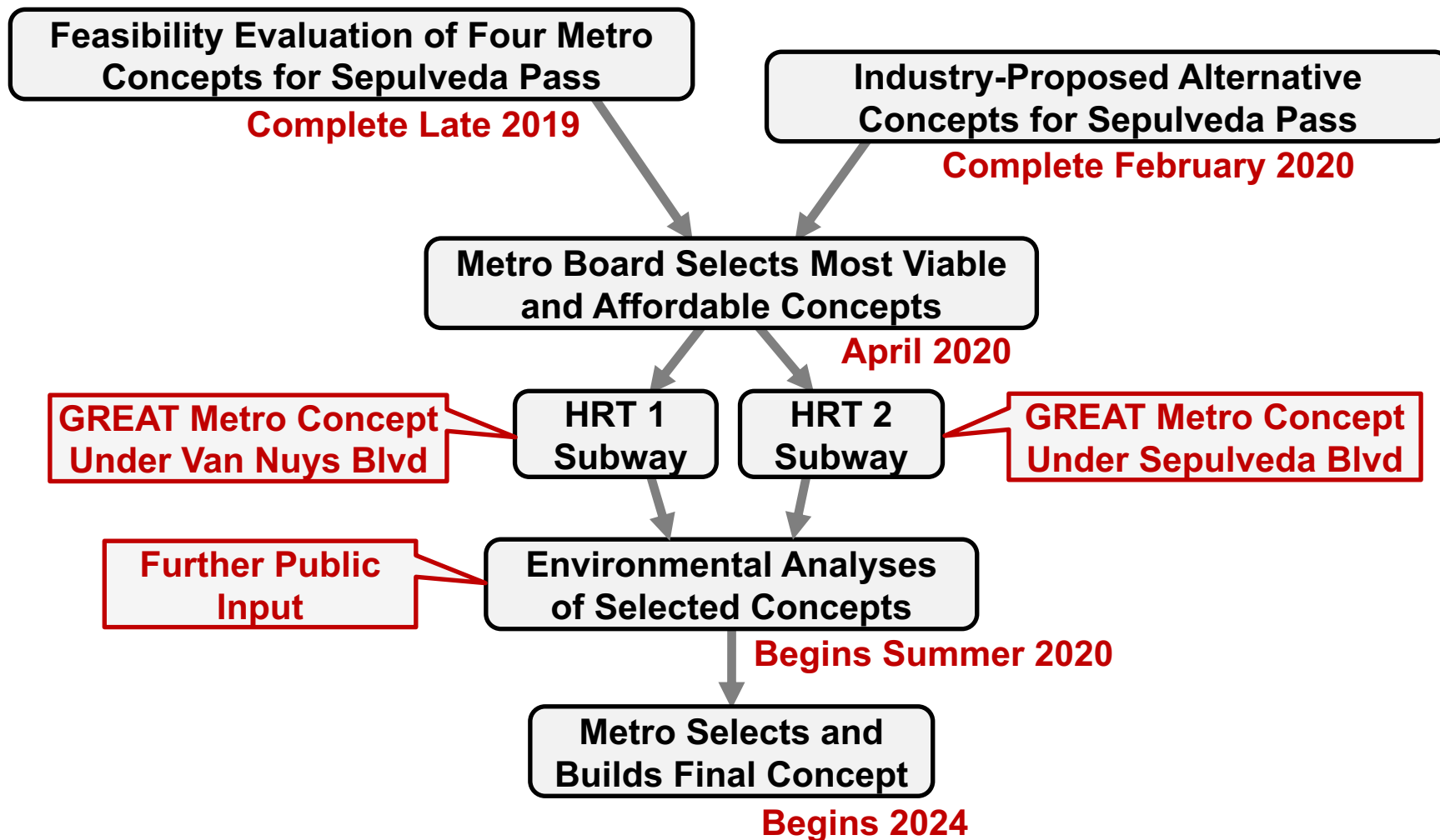
What Could Go Wrong?

- ◆ Metro Board selects even one UNACCEPTABLE concept
 - Cannot happen!



What Would Be Better?

- ◆ Metro Board selects two GREAT concepts



Metro Four Sepulveda Pass Concepts

HRT 1 👍



**Heavy Rail
Fully Underground**

HRT 2 👍



**Heavy Rail
Fully Underground**

HRT 3 👎



**Heavy Rail
Valley Elevated**

MRT 1 👎



**Monorail
Pass & Valley Elevated**

Westside Concepts All Similar

All Westside Concepts



- ◆ Slightly different routes through Sepulveda Pass
- ◆ Fully underground subway on Westside whether heavy rail or monorail
- ◆ Two alternate routes being considered south of Westwood/UCLA
- ◆ Four stations
 - Metro added another at Santa Monica Boulevard
- ◆ All construction nightmares for years
- ◆ All have expensive underground tunnels and stations

HRT 1 and HRT 2 Subways Are GREAT



- ◆ Both concepts are fully underground subways through Sepulveda Pass and Valley
- ◆ HRT 1 runs under Van Nuys Boulevard
- ◆ HRT 2 runs under Sepulveda Boulevard
- ◆ Both have three fully underground stations: Van Nuys MetroLink (Raymer Street); Orange Line (Oxnard Street); and Ventura Boulevard
- ◆ Both fast and quiet with minimal community disruption, after construction
- ◆ Both construction nightmares for many years
- ◆ Both minimal eminent domain for Valley stations
- ◆ Both are expensive with tunnels and underground stations

SOHA and SONC Strongly Support Both Concepts

HRT 1 and HRT 2 Station and Parking



- ◆ HRT 1 needs major parking structure near Van Nuys MetroLink station
- ◆ HRT 2 needs fourth station near Sherman Way and 405 freeway with major parking structure
 - Westside now has fourth station at Santa Monica Blvd
- ◆ Parking structures should accommodate 10,000+ cars with easiest 405 access possible
 - Expensive but necessary
- ◆ Comprehensive parking study investigates whether low "Park & Ride" and "Kiss & Ride" percentages due to parking unavailability
 - Looking at distributed parking solutions



Parking Mandatory To Encourage North Valley and North County Drivers to Instead Ride Metro

HRT 3 and MRT 1 Are UNACCEPTABLE

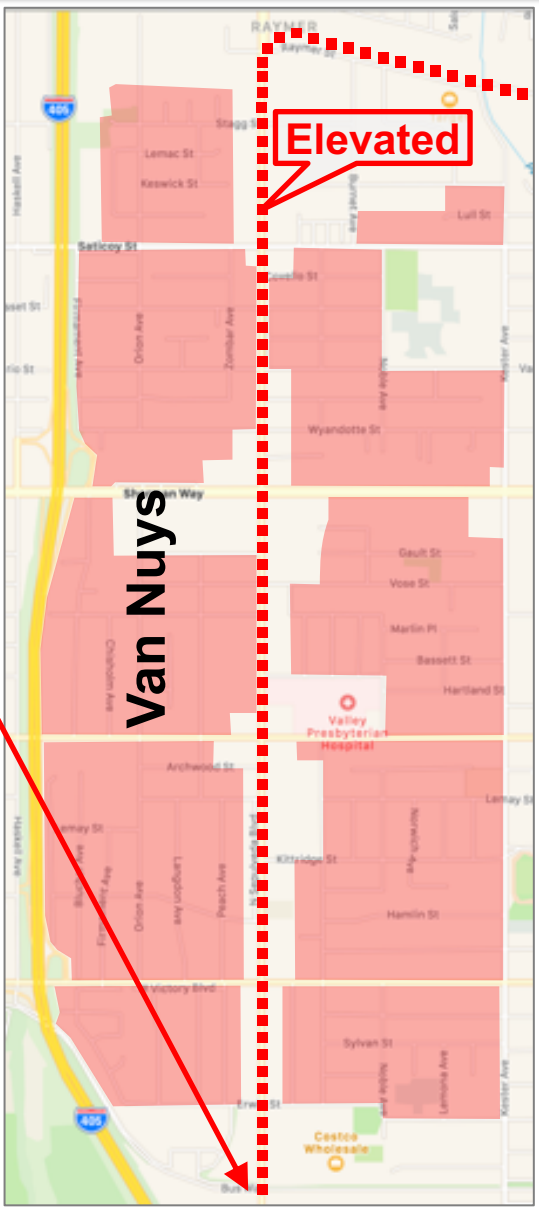
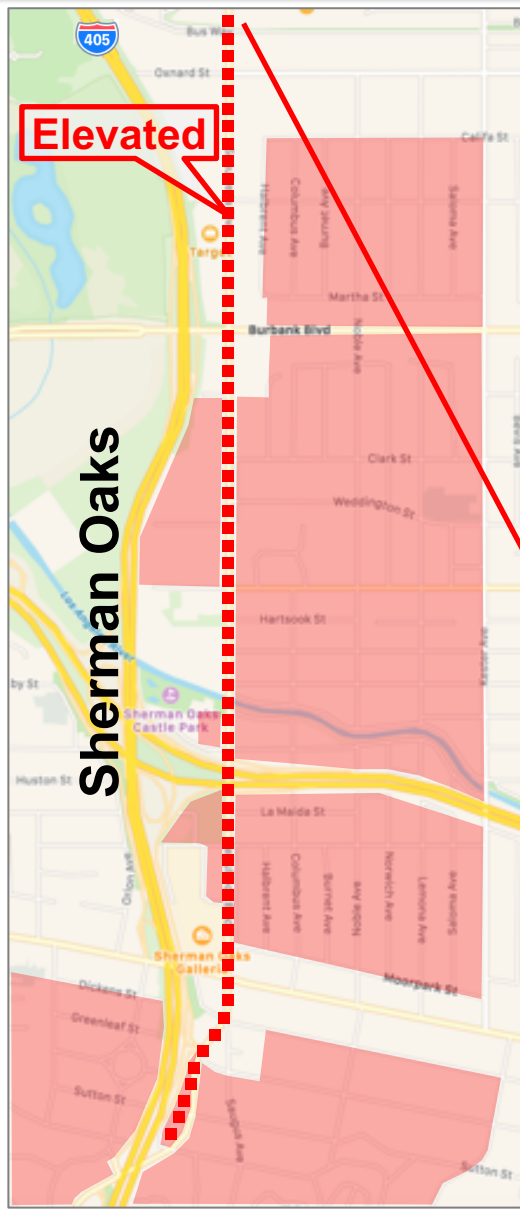


- ◆ Both operate elevated 20 feet above Sepulveda Boulevard for five miles – Valley Vista to Raymer
- ◆ MRT 1 also elevated in Sepulveda Pass
- ◆ Both have four above-ground stations
- ◆ Both encroach on residents and businesses
- ◆ Both diminish light, air, quiet, and privacy
- ◆ Both require significant eminent domain in Valley
- ◆ Both increase traffic congestion and eliminate left-turn lanes and some parking on Sepulveda
- ◆ Both construction nightmares for many years


CONCERN – Today Metro Has No Above-Ground Heavy Rail and Shouldn't Set A Precedent for Future Metro Projects


CONCERN – Why Does Valley Get Short End of Stick Again?

Elevated Trains Impact Residents



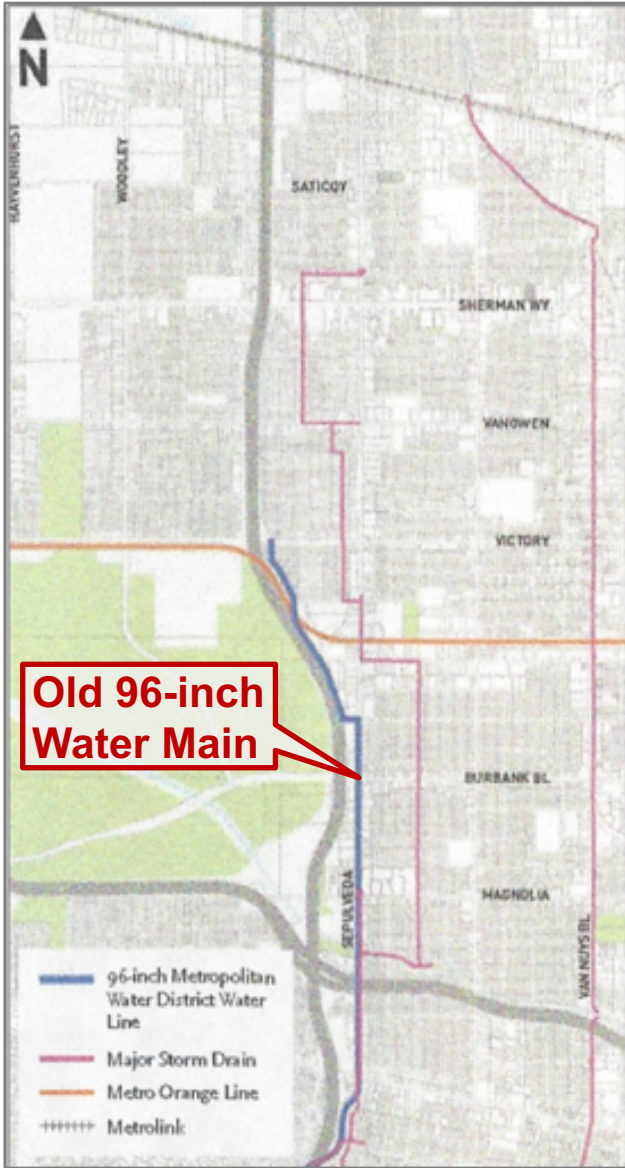
- ◆ 5,000 property owners – houses, condos, and apartment buildings – cover three quarters of area within one-half mile of elevated tracks
- ◆ 12,000 to 15,000 residents live in area
- ◆ Loss of privacy, peace, and quiet

 Elevated tracks

 Residential homes and apartments

CONCERN – Horribly Noisy Tracks Near Residences Reduce Quality of Life

Old Water Main Under Sepulveda



- ◆ 2-1/2-mile old 96-inch high-pressure water main under Sepulveda Boulevard from Valley Vista to Oxnard Street in Sherman Oaks
- ◆ HRT 3 or MRT 1 elevated track structure can stress or damage water main Elevated track structure cannot interfere with water main maintenance/replacement
- ◆ Extremely difficult and costly to design and construct elevated track structure
- ◆ Metro has determined they must relocate entire 2-1/2-mile water main for either HRT 3 or MRT 1 elevated concepts – very costly

CONCERN – Water Main Relocation Disrupts Traffic and Commerce – Further Reasons To Stop Considering Elevated Concepts Above Sepulveda Boulevard

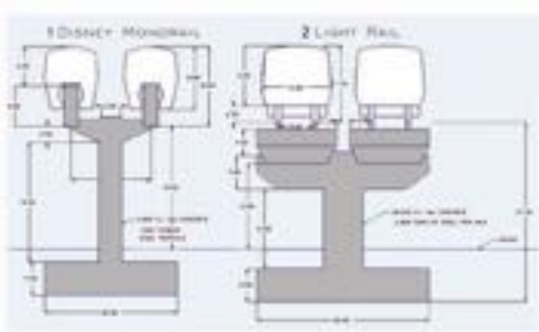
Unacceptable HRT 3 Elevated Concept

**Sepulveda at
Whole Foods**



- ◆ Metro conceptual rendering of HRT 3 near Whole Foods
 - Not presented or discussed at Metro's August 3rd, 2019 public meeting

HRT 3 Eminent Domain at Valley Vista

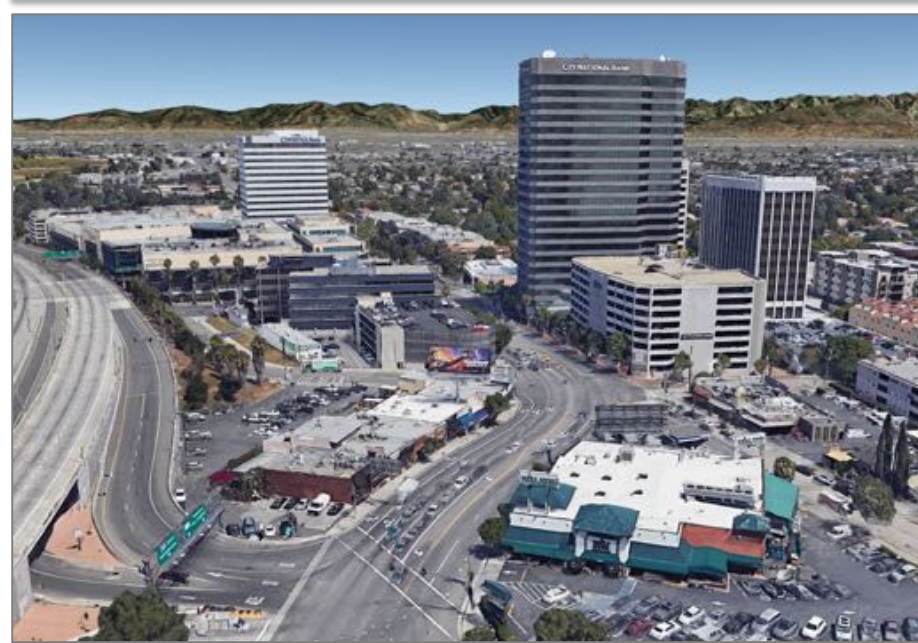


TRAINS CAN NEGOTIATE A 5.8% GRADE
20' DROP = 345' LENGTH, 40' = 690'

HRT 3 Transitions from Underground to Elevated near Valley Vista Boulevard

- Elevated on Sepulveda Boulevard
- Underground-to-Elevated Transition

HRT 3 Eminent Domain Consequences



Today



With HRT 3

**Businesses
Demolished**

**Residences
Demolished**

- ◆ Metro rendering shows **100 apartments and condos demolished** where HRT 3 transitions from underground to above ground
- ◆ Also shows **one high-rise office building, one multi-story parking lot, and eight small businesses demolished** for above-ground station
- ◆ At August 3rd, 2019 public meeting, Metro's Deputy Project Manager, Peter Carter, stated in response to eminent domain question:
“... to guess at what that might be would be irresponsible ...”

Unacceptable HRT 3 Elevated Concept



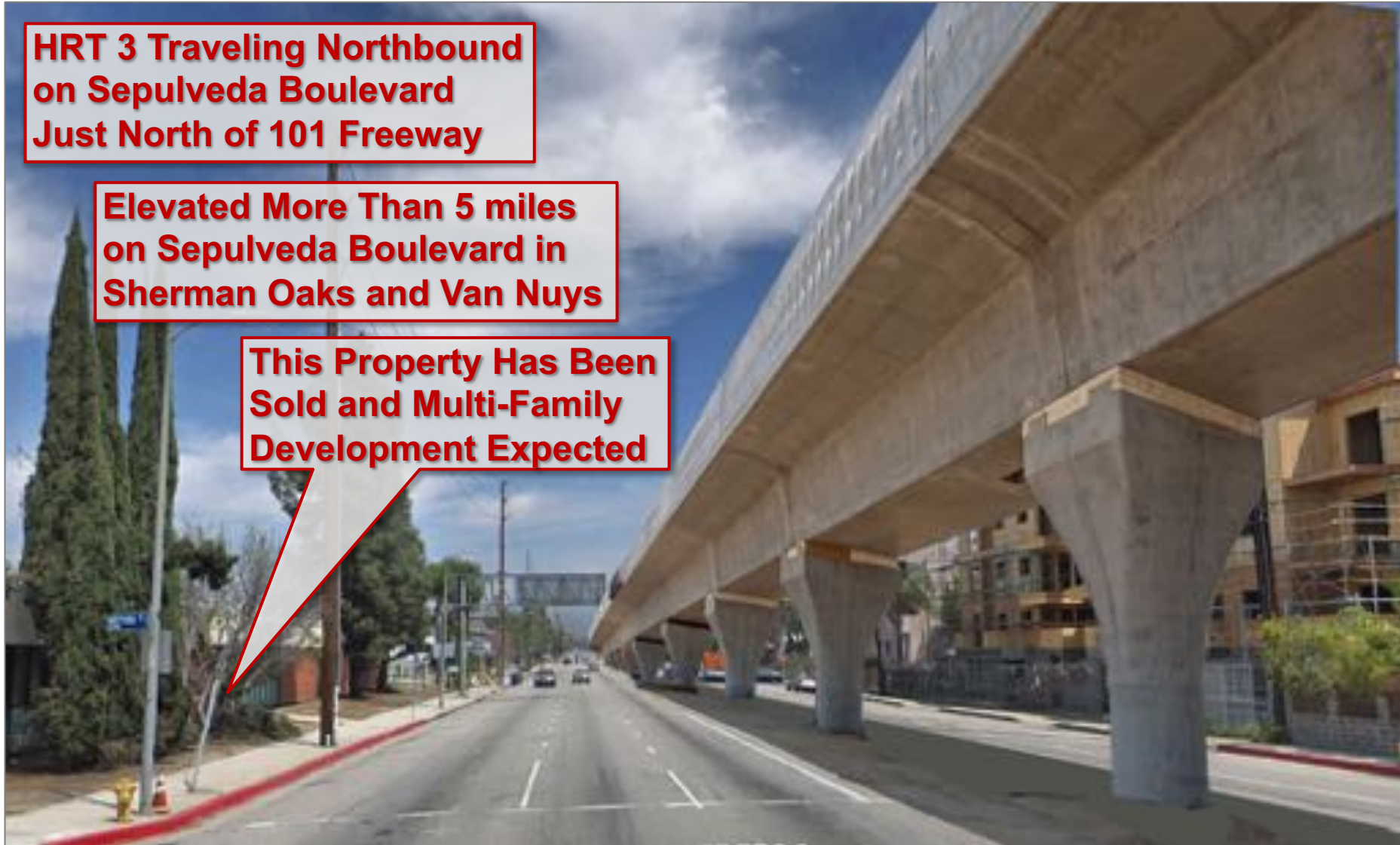
- ◆ Metro conceptual rendering of HRT 3 on Sepulveda Boulevard
 - Not presented or discussed at Metro’s August 3rd, 2019 public meeting

HRT 3 Very Noisy and Very Intrusive

**HRT 3 Traveling Northbound
on Sepulveda Boulevard
Just North of 101 Freeway**

**Elevated More Than 5 miles
on Sepulveda Boulevard in
Sherman Oaks and Van Nuys**

**This Property Has Been
Sold and Multi-Family
Development Expected**



HRT 3 Decimates Sepulveda Boulevard



Today

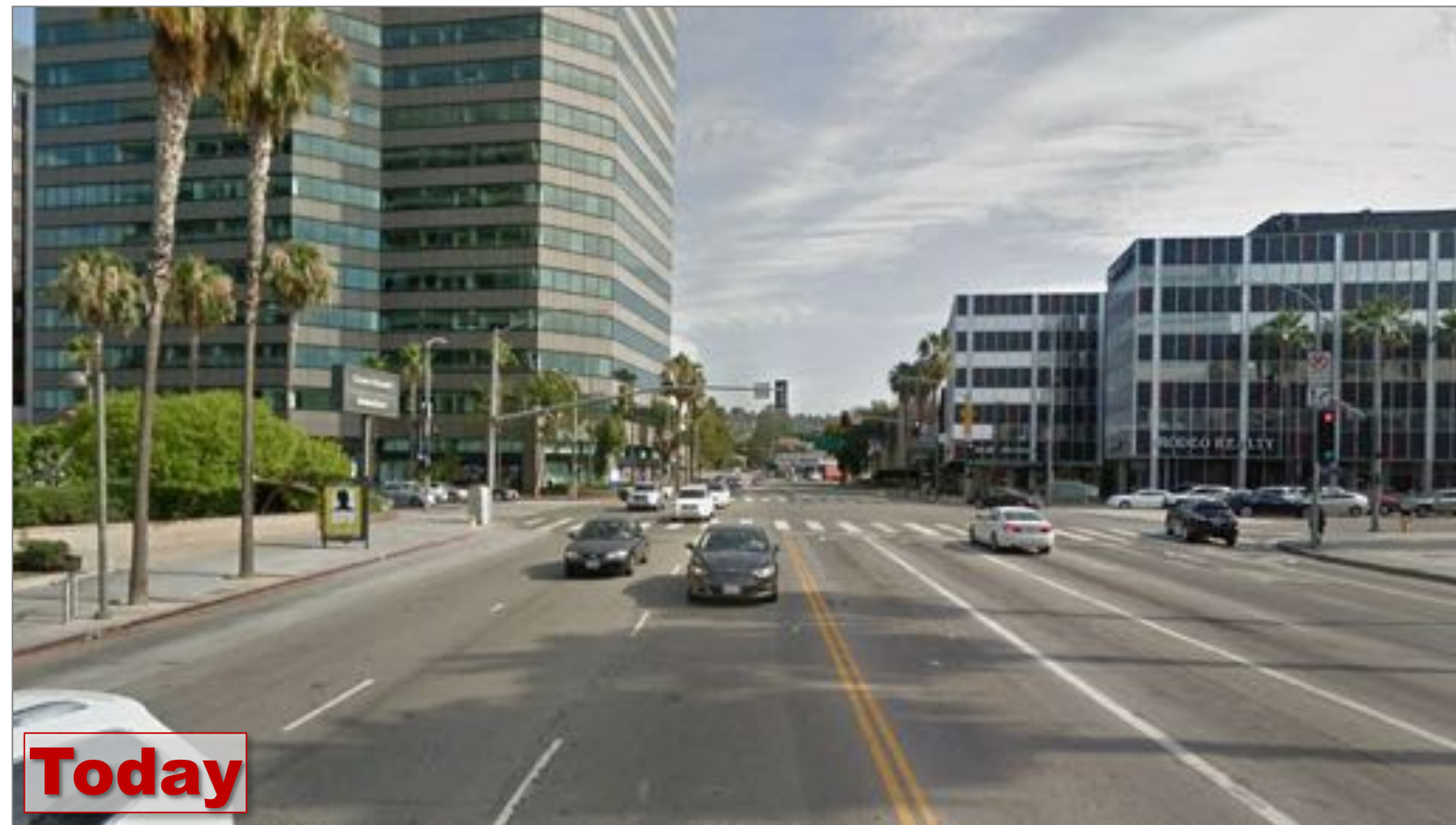


With HRT 3

- ◆ Metro HRT 3 rendering shows impacts to Sepulveda Boulevard
- ◆ Elevated tracks continue five miles north to Raymer Avenue in Van Nuys
- ◆ Basically a five-mile “lid” covering Sepulveda Boulevard

CONCERN – What Prevents Blight and Homeless Encampments Under Tracks?

Sepulveda at Ventura Looking South



Sepulveda at Ventura Looking South



Ventura at Sepulveda Looking East



Ventura at Sepulveda Looking East



Sepulveda at Sutton Looking South



Sepulveda at Sutton Looking South

More Than 100 Apartments and Condos Demolished for HRT 3 To Go Underground

With HRT 3



MRT 1 Elevated in Pass and in Valley



Runs along 405 West Shoulder in Pass
Probable Eminent Domain

South
↑

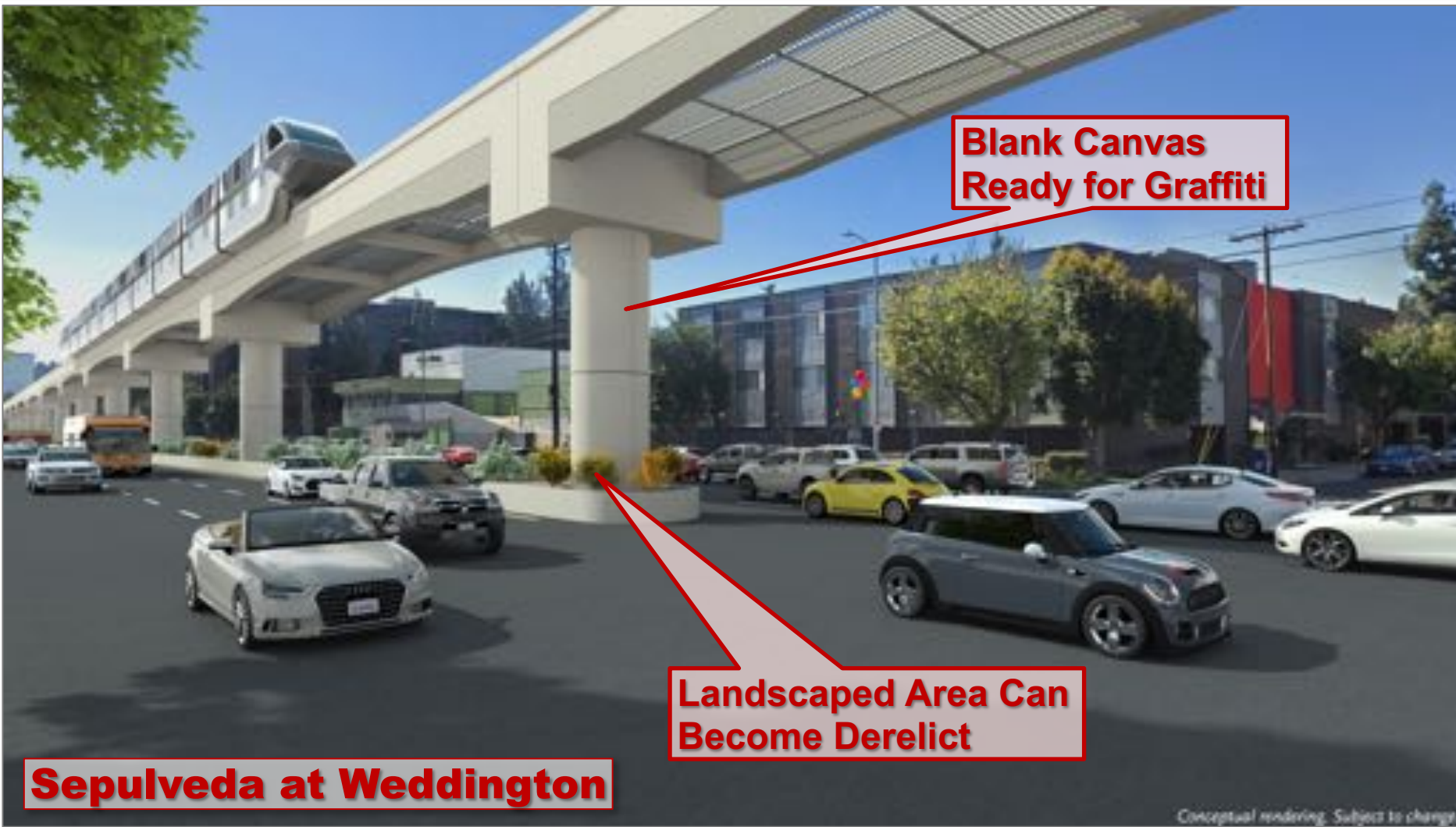
Runs Elevated Above Sepulveda

Crosses Above 405 at Valley Vista

Sepulveda at Ventura

Continues Elevated 5 miles to Van Nuys Metrolink at Raymer

Unacceptable MRT 1 Elevated Concept



Sepulveda at Weddington

Blank Canvas Ready for Graffiti

Landscaped Area Can Become Derelict

- ◆ Metro conceptual rendering of MRT 1 on Sepulveda Boulevard
 - Not presented or discussed at Metro’s August 3rd, 2019 public meeting

MRT 1 – Intrusive Valley Operation

A photograph showing a red and white MRT 1 train traveling northbound on an elevated concrete track. The track is supported by several concrete pillars. Below the track, a multi-lane road with yellow double lines is visible. A white box truck is driving on the left side of the road, and a dark car is on the right. In the background, there are residential buildings and a hillside with palm trees under a blue sky with scattered clouds.

**MRT 1 Traveling Northbound
Above Sepulveda Boulevard
Near Valley Vista Boulevard**

**Elevated Above Sepulveda
Boulevard for 5 miles in
Sherman Oaks and Van Nuys**

Unacceptable MRT 1 Elevated Concept

**405 West Shoulder
South of Mulholland**



- ◆ **Metro conceptual rendering of MRT 1 through Sepulveda Pass**
 - **Not presented or discussed at Metro's August 3rd, 2019 public meeting**

Sepulveda Transit Corridor Project Funding Gaps

Subways Cost \$1+ Billion per Mile

- ◆ **Metro Purple Line Extension is best cost comparison**
 - Ongoing heavy rail subway construction under Wilshire Boulevard
 - 9.1 miles (3 sections), 7 stations, and maintenance facility upgrade
 - 14 years to construct (10 years first 4-mile section)
 - \$9.3 billion forecast cost (per Metro Program Management Dashboard)
 - **\$1.02 billion per mile – \$1.39 billion per mile for third section**
- ◆ **HRT 1 and 2 same heavy rail subway but fewer stations**
 - 13 miles, 6 stations, and new maintenance facility
 - \$1.0 billion per mile lowest supported by Metro data
- ◆ **Historically based HRT 1 and 2 construction costs**
 - 13 miles at \$0.8 billion per mile = **\$10.4 billion – Unrealistic**
 - 13 miles at \$1.0 billion per mile = **\$13.0 billion – Possible**
 - 13 miles at \$1.2 billion per mile = **\$15.6 billion – Probable**
 - 13 miles at \$1.4 billion per mile = **\$18.2 billion – Probable**

HRT 1 and 2 Will Cost \$14 billion and Take 10 years – Probably More

Measure M Funding Is Insufficient

Sepulveda Transit Corridor Project Measure M Funding

(Measure M, Attachment A)

Phase	Region	Measure M Sales Tax	Local, State, Federal, & Other Funding	TOTAL (\$2015)
Phase 2 – Valley to Westside	Valley	\$1.270	\$1.567	\$2.837
	Westside	\$1.270	\$1.567	\$2.837
	TOTAL	\$2.540	\$3.134	\$5.674
Phase 3 – Westside to LAX	TOTAL	\$0.065	\$3.800	\$3.865
GRAND TOTAL – Valley to LAX		\$2.605	\$6.934	\$9.539

Inflated to Current Dollars (at 3.4% per year)

Phase	Measure M Sales Tax	Local, State, Federal, & Other Funding	TOTAL (\$2019)
Phase 2 – Valley to Westside	\$2.9	\$3.6	\$6.5
Phase 3 – Westside to LAX	\$0.1	\$4.3	\$4.4
GRAND TOTAL – Valley to LAX	\$3.0	\$7.9	\$10.9



CONCERN – Where Will Metro Find Additional Funds for Sepulveda Transit Corridor Project from Valley to Westside?

Measure M Huge Funding Gaps

- ◆ **Concepts HRT 1 and HRT 2 will cost \$13 to \$16 billion**
 - Metro estimates \$13.5 billion for HRT 1 and \$13.8 billion for HRT 2
- ◆ **Concept HRT 3 will cost \$10 to \$14 billion**
 - Metro estimates \$12.2 billion for HRT 3 – Only 10 to 12 percent less
- ◆ **Concept MRT 1 will cost \$9 to \$13 billion**
 - Metro estimates \$11.6 billion for MRT 1 – Only 14 to 16 percent less
- ◆ **Measure M provides at most \$6.5 billion**
 - Measure R \$1 billion probably already included in “Other” funding
 - Congestion pricing might help fill funding gap – but not enough
 - 28x28 Olympics initiative \$8.6 billion not available because NONE of four Metro concepts can meet 2028 deadline
 - Additional \$4.4 billion available if project goes from Valley to LAX

CONCERN – Why Is Metro Considering UNACCEPTABLE Concepts That Cost Only 10 to 16 Percent Less Than GREAT Concepts?

CONCERN – What Happens If Metro Cannot Find Extra Funds?

Meet MRT 2

SOHA-SONC Alternate

405 Monorail Concept

*Metro's MRT 1 Concept
Relocated to Less-Intrusive
Route on 405*

Monorail on 405 Can Become Reality

- February 2nd Metro presents four concepts at public meeting
- February 18th Jeff Kalban (SONC) and Bob Anderson (SOHA) conceive alternate MRT 2 monorail concept on 405
- February 28th SOHA and SONC present MRT 2 to Councilmember Ryu and Council Districts 3, 4, and 6 staff
- March 8th BYD SkyRail learns of MRT 2 concept and contacts us
- March 11th SONC Board approves MRT 2 concept
- March 12th Jeff and Bob meet with BYD SkyRail to learn about their “remarkably similar” monorail concept on 405
- February 28th Jeff and Bob make 27 presentations to elected officials
To Present and organizations, including July 29th public meeting
- August 3rd Metro presents final project meeting before December Board decision

Community-Supported Monorail on 405 Can Become Reality Through BYD SkyRail Bidding Public Private Partnership (PPP) with Metro

MRT 2 – A Monorail on the 405



- ◆ Futuristic look and appeal
- ◆ Elevated above 405 freeway median
- ◆ Dual tracks on streamlined single support structure
- ◆ Similar stations to Metro concepts
- ◆ Equitably elevated in Valley, Westside, and LAX regions
- ◆ Almost zero impacts to communities and streets – even during construction
- ◆ Shortest schedule – no tunneling
- ◆ Possibility of Valley to LAX by 2028
- ◆ Lowest cost – **\$6 to \$9 billion from Valley to LAX** – \$10.9 billion funding available

CONCERN – Will Metro Consider 405 Monorail?

Minimal Community Impact

Envious Drivers Will Watch Monorail Fly By!



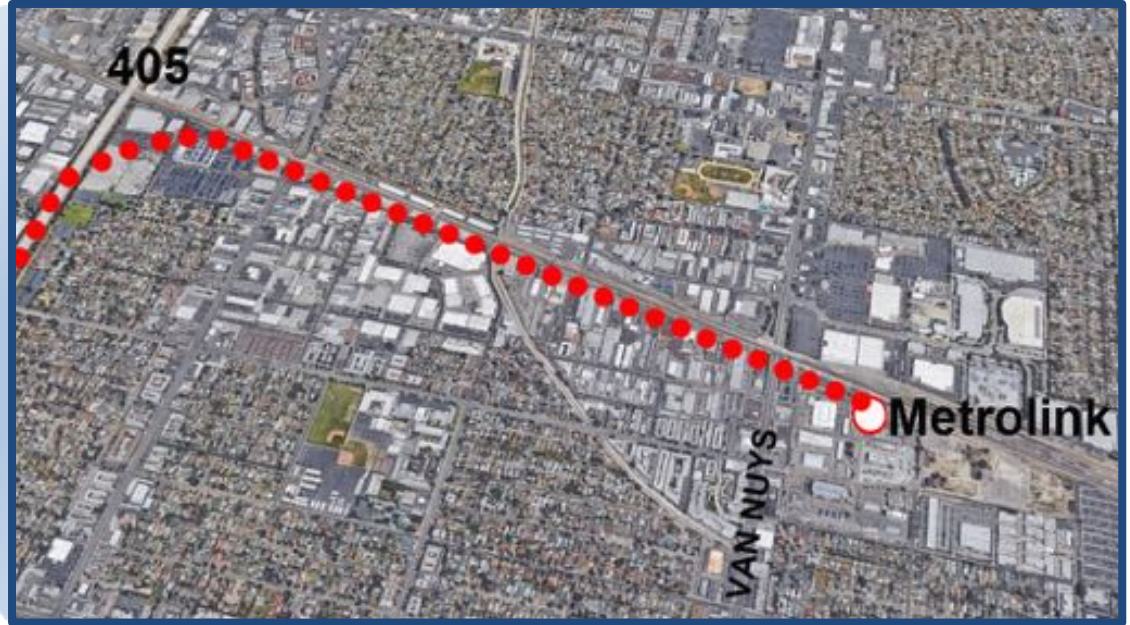
- ◆ **Dual-track monorail on single support operates elevated above freeway median in both directions**
- ◆ **Small structure does not remove any freeway lanes**
- ◆ **Quiet operation with rubber tires on concrete track**
- ◆ **Easy and safe emergency evacuation path between tracks**

Easy Ride Over Sepulveda Pass To LAX



- ◆ Monorail travels under Mulholland Bridge
- ◆ Travels over smaller bridges and overpasses
 - Skirball and Sunset Bridges, and Burbank Boulevard Overpass
- ◆ Travels over or around major freeway interchanges
 - Ventura (101), Santa Monica (10), and Marina (90) freeways

Van Nuys Metrolink Station



- ◆ Northern terminus at Van Nuys Metrolink station – easy connection
- ◆ Runs elevated and parallel to Metrolink tracks before turning above I-405 freeway median
- ◆ Additional parking for east Valley possible at station

Sherman Way Parking Station



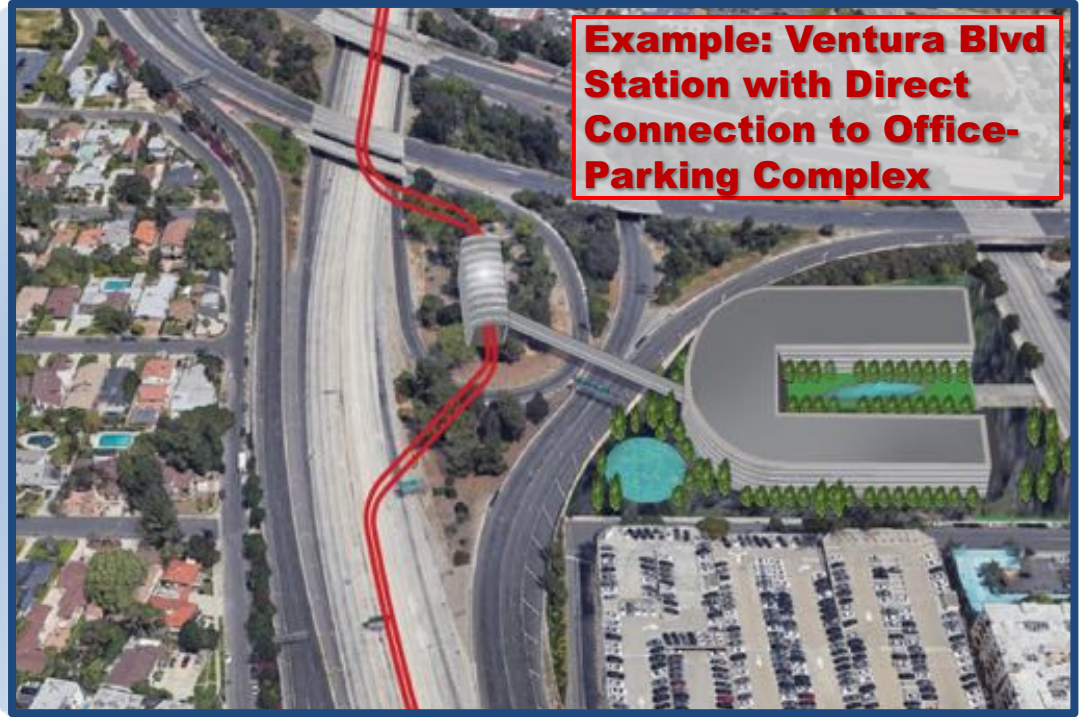
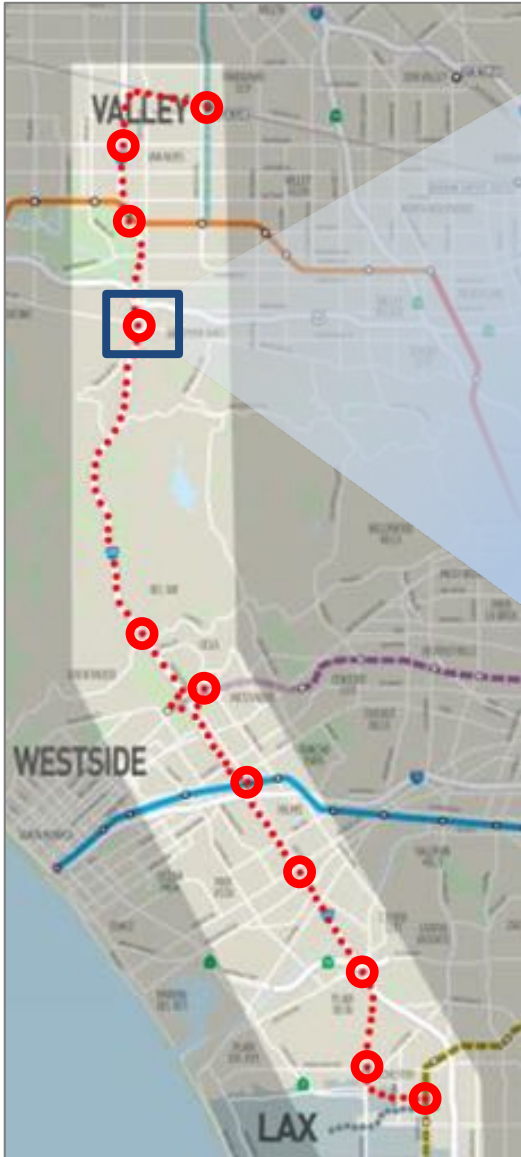
- ◆ Major driver access from north Valley, North County, Metrolink, and more
- ◆ Huge 10,000-car parking structure at Sherman Way with easy access to/from 405 freeway
- ◆ Station inside parking structure on dogleg track

Orange Line Parking Station



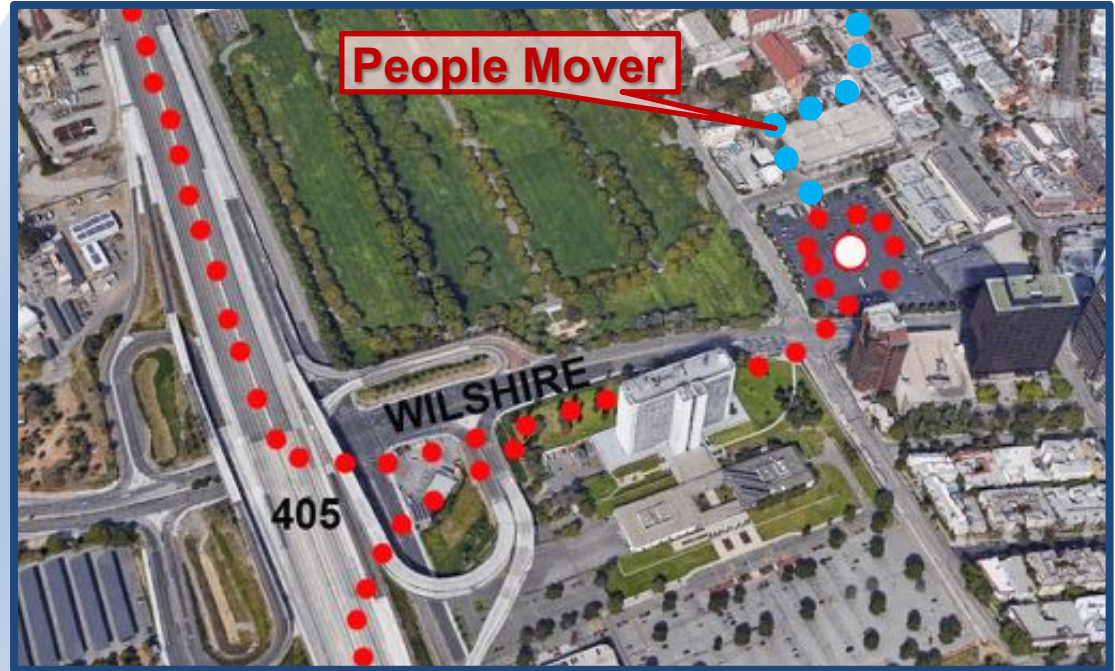
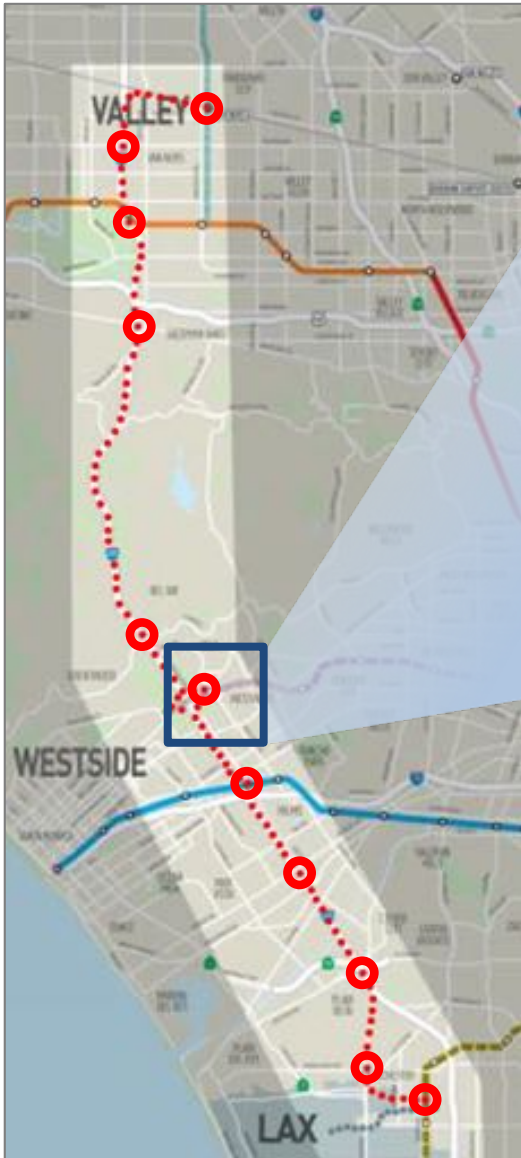
- ◆ Major driver access from north Valley, south Valley, Orange Line, and more
- ◆ Large parking structure on existing Orange Line parking lot with easy access to/from Sepulveda Boulevard
- ◆ Station inside parking structure on dogleg track
- ◆ Moving sidewalk to Orange Line station

Ventura Boulevard Parking Station



- ◆ Station adjacent to freeway on dogleg track with moving sidewalk to parking
- ◆ Easy access to Sepulveda and Ventura Boulevard transit
- ◆ Station could be closer to Ventura Boulevard if desirable – Or even above 405

Wilshire/UCLA Station



- ◆ Easy access to/from 405 freeway and Wilshire Boulevard
- ◆ People mover onto UCLA campus
- ◆ Direct connection to Purple Line on Wilshire Boulevard

Alternate Option Provides Underground Section with On-Campus UCLA Station

Expo Line Station



- ◆ Direct connection to Expo Line for either Santa Monica or downtown Los Angeles
- ◆ Station adjacent to 405 and 10 freeways on dogleg track
- ◆ Continues south to LAX terminus station and connections to Green Line, Crenshaw Line, and LAX Automated People Mover

Metro and 405 Monorail

- ◆ **Metro states 405 toll Express Lanes do not preclude monorail above 405 median**
 - **Phase 1 of Measure M Sepulveda Transit Corridor Project**
 - **One toll Express Lane in each direction between 10 and 101 freeway**
 - Toll lanes created by reducing width of existing lanes
 - Existing HOV lane retained in each direction
- ◆ **Metro claims that lack of median north of 101 freeway precludes monorail above 405 freeway**
 - **Monorail columns are about same size as existing columns in 405 median for large exit signs**
 - **Monorail columns are smaller than existing columns supporting Burbank Boulevard overpass**
 - **Metro concerned about small storm drain under 405 median**

CONCERN – Why Does Metro Seem So Close Minded About More Affordable Monorail Above 405 Median?

Monorail Performs as Well as Heavy Rail

- ◆ Metro degrades monorail performance versus heavy rail
- ◆ State-of-the-art monorails perform as well as heavy rail

Performance	Metro Heavy Rail Subway/Elevated HRT 1, 2, and 3	Metro Monorail Above Sepulveda MRT 1	State-of-the-Art Monorail on I-405 MRT 2
Cars per Train	6	3	6
Top Speed	70 mph	50 mph	75 mph
Time Between Trains	4 minutes	4 minutes	2 minutes
Passengers per Hour	12,000	7,500	14,000
Valley to Expo Line	16 to 19 minutes	26 minutes	20 minutes

CONCERN – Why Does Metro Degrade Monorail Capacity and Performance Compared To Heavy Rail?

405 Monorail Can Become Reality Through Metro Public-Private Partnership (PPP)

PPPs Offer Alternative Concepts

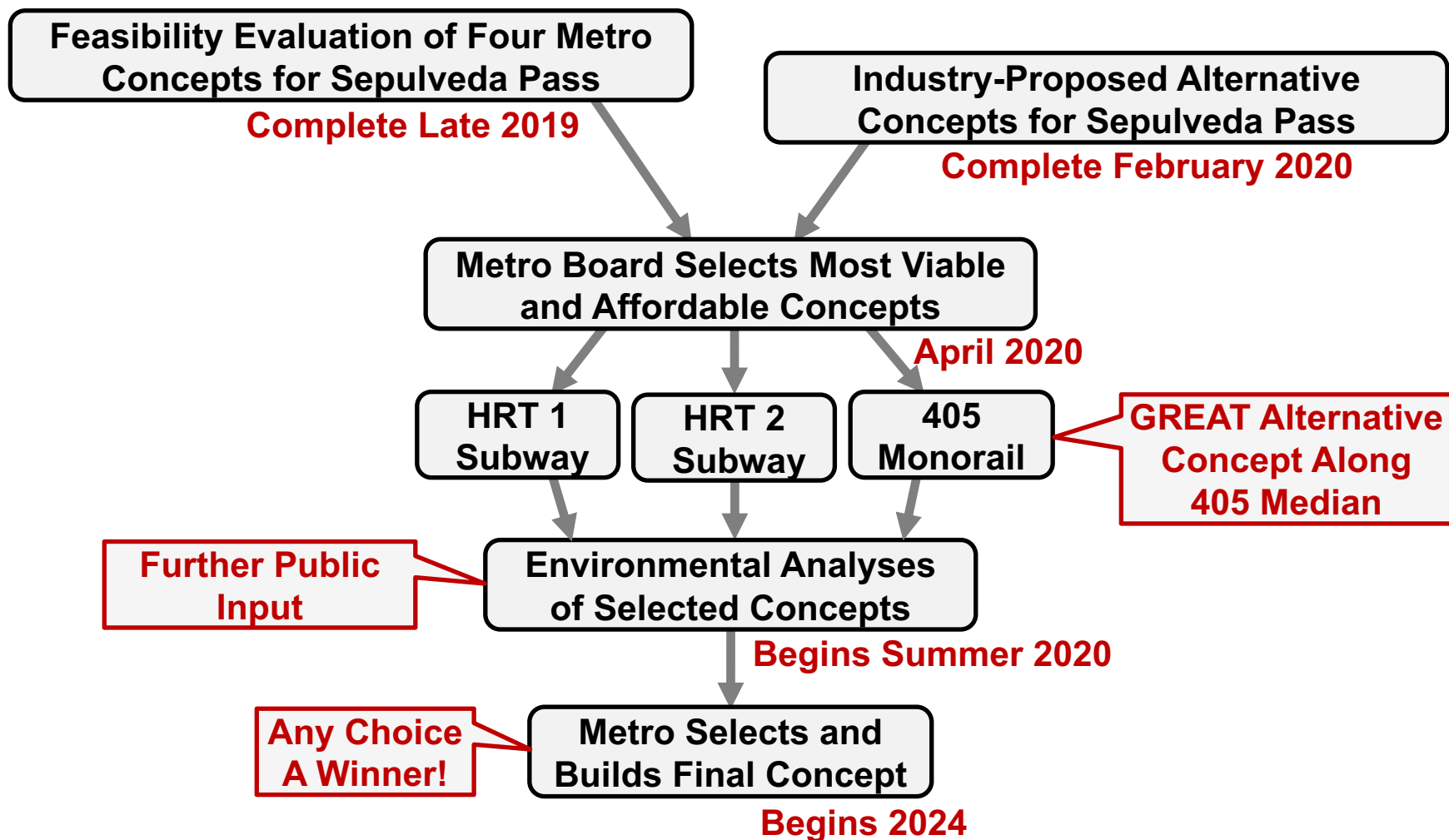
- ◆ **Metro soliciting Public-Private Partnership (PPP) concepts for Sepulveda Transit Corridor Project**
 - Through Request for Qualifications/Proposals (RFQ/P) in late 2019 leading to Pre-Development Agreements (PDAs) in mid-2020
 - BYD SkyRail planning to bid 405 Monorail
 - Possible other bids: combined rail-auto tunnels, ...
- ◆ **Metro Board selects up to two alternative PDA concepts**
 - Selected Metro concepts and PDA concepts proceed side-by-side into environmental analyses in 2020
- ◆ **Metro Board selects single final concept to build in 2024**
 - Commercial organization would propose fixed-price bid if alternative PPP concept selected

Public-Private Partnership Proposals from Commercial Organizations Offer ALTERNATIVE Innovative and Affordable Concepts

Summary and Conclusions

What Would Be Best?

- ◆ Metro Board selects two GREAT Metro subway concepts
- ◆ Plus community-supported 405 monorail alternative



Metro December Decisions Are Critical

- ◆ **Metro Should Select GREAT HRT 1 and HRT 2 Subway Concepts**
 - **Explain how to fill \$7 to \$10 billion funding gap**
- ◆ **Metro Should Fairly Evaluate and Select 405 Monorail Concept for Public-Private Partnership If Viable**
 - **Affordable and possibly ready by 2028 Olympics**
- ◆ **Metro Should Not Be Allowed To Submit UNACCEPTABLE HRT 3 or MRT 1 Elevated Concepts to Board**
 - **Only 10 to 16 percent cost savings – Not worth it!**