

# **Sepulveda Transit Corridor Project**

## ***Ensuring the Best Metro Board Decision in December***

***Update To July 29<sup>th</sup> 2019 Public Meeting Presentation  
September 1, 2019***

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# **Sepulveda Transit Corridor Project**

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- ◆ **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, user friendly, and affordable**
- ◆ **Must be fair and equitable to all communities**
- ◆ **Must be affordable**

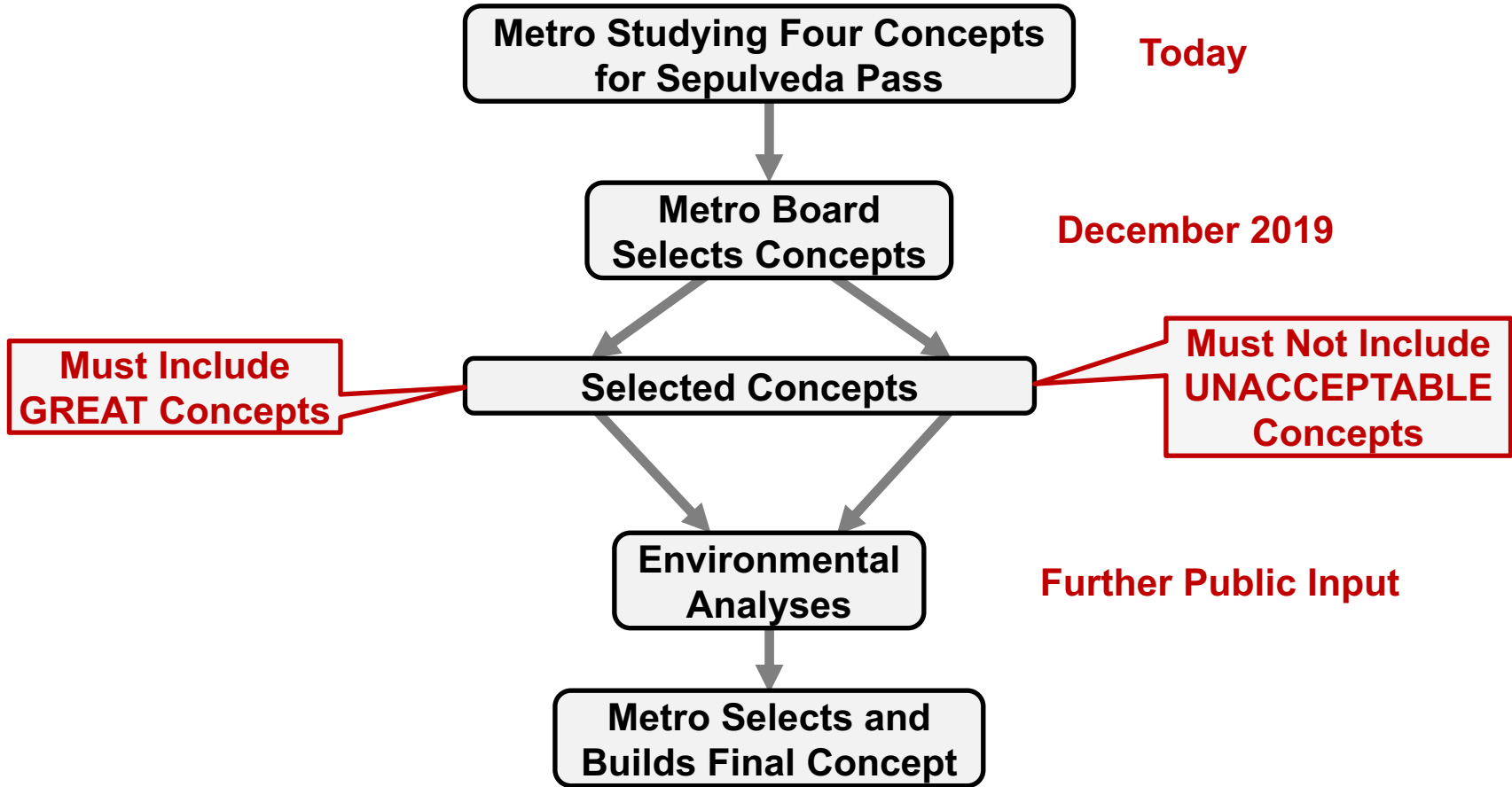
# Our Key Goals

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- ◆ **Get BEST Sepulveda Pass concepts**
  - **Two GREAT – Two UNACCEPTABLE**
  - **Metro historically chooses lowest-cost concept within available funding**
- ◆ **Ensure GREAT concepts selected**
- ◆ **Ensure NO UNACCEPTABLE concepts**
- ◆ **Ensure ALTERNATIVE concepts fairly evaluated and selected if viable**
- ◆ **Ensure FUNDING available for all selected concepts**

# Why Are We Concerned Today?

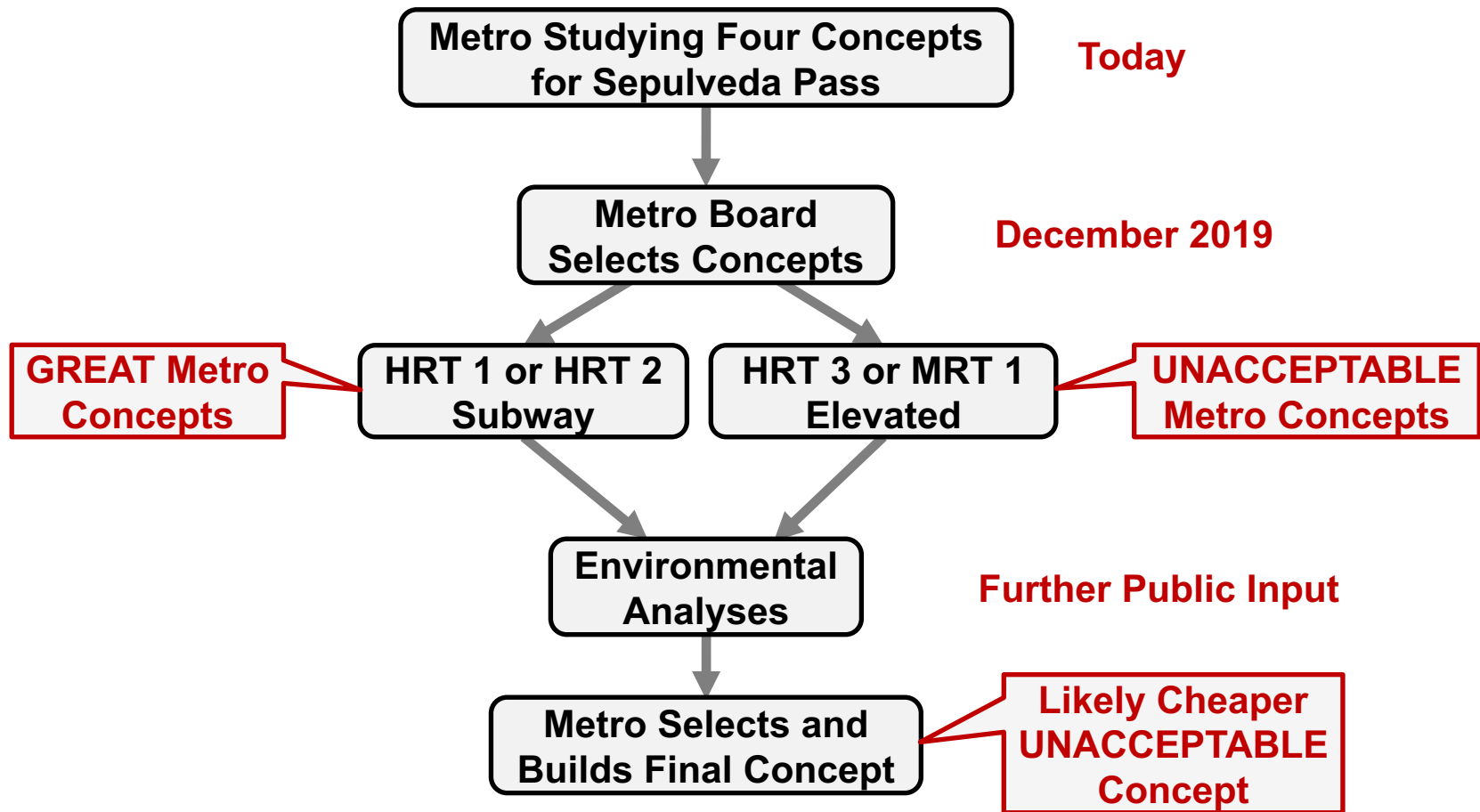
- ◆ Because Metro Board makes critical final concept selections in December this year – VERY SOON!





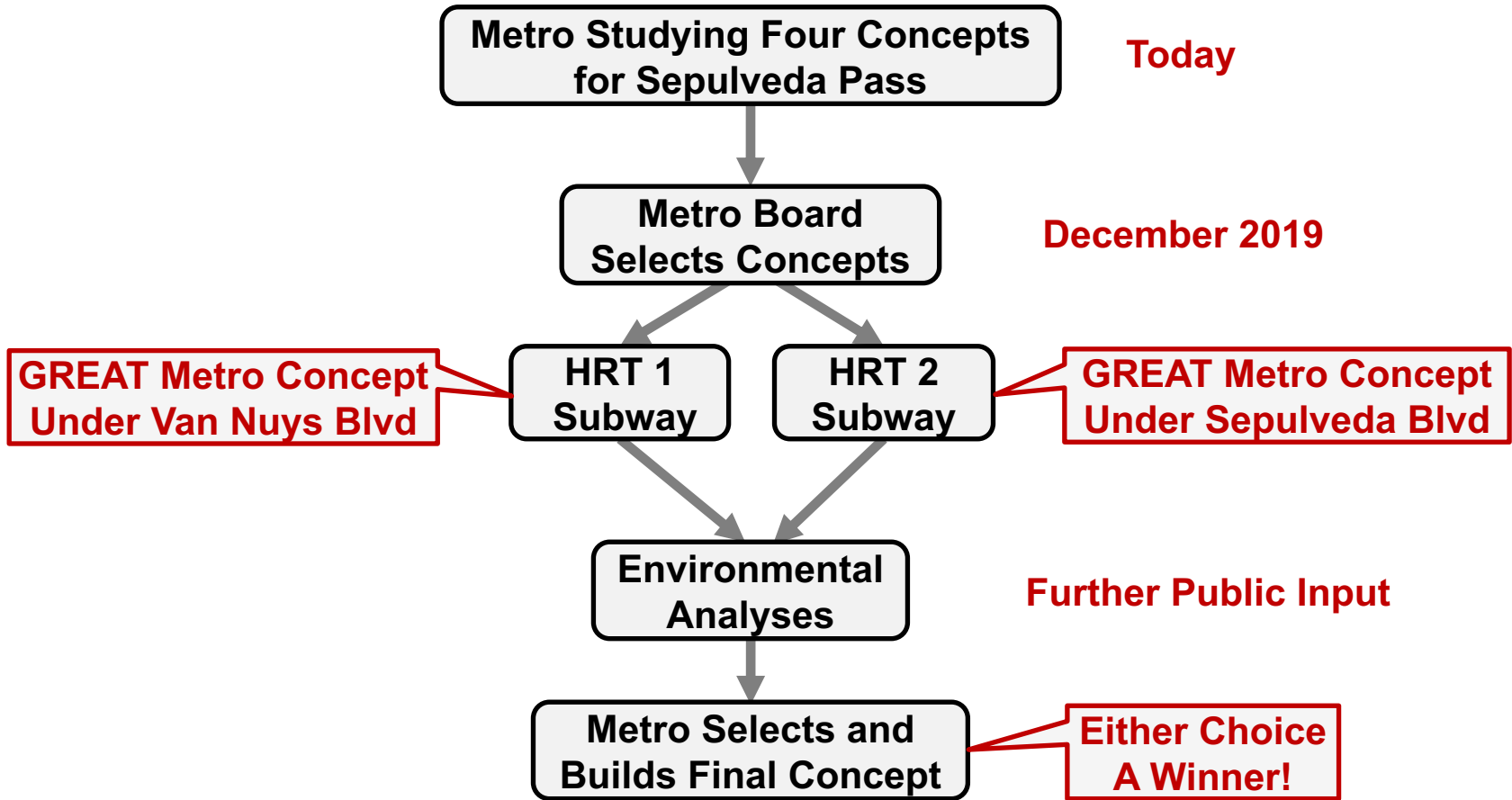
# What Could Go Wrong?

- ◆ Metro Board selects one GREAT concept and one UNACCEPTABLE concept – Cannot happen!



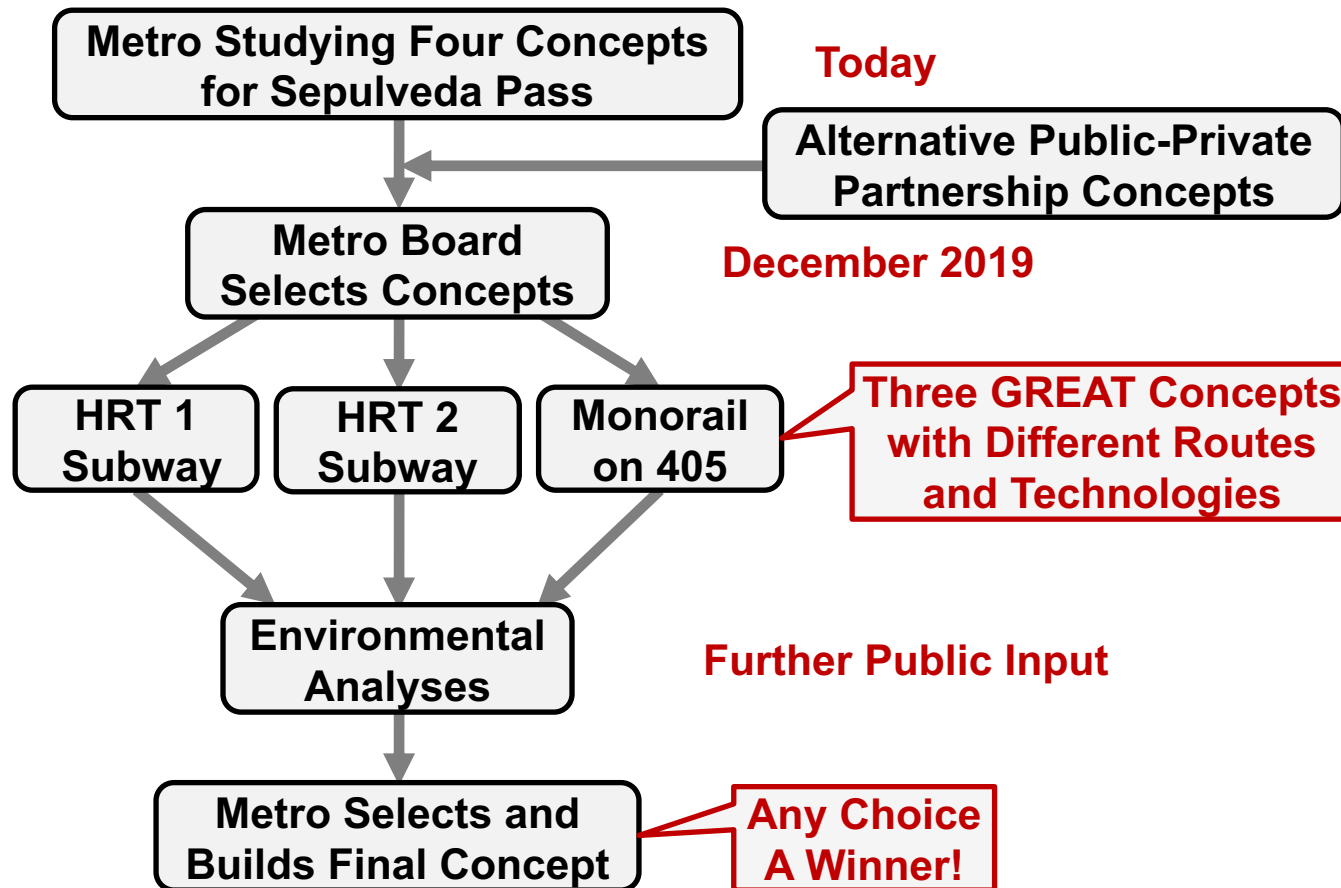
# What Would Be Better?

- ◆ Metro Board selects two GREAT concepts



# What Would Be BEST?

- ◆ Metro Board selects three GREAT concepts
- ◆ Two subways plus community-supported 405 monorail



# 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

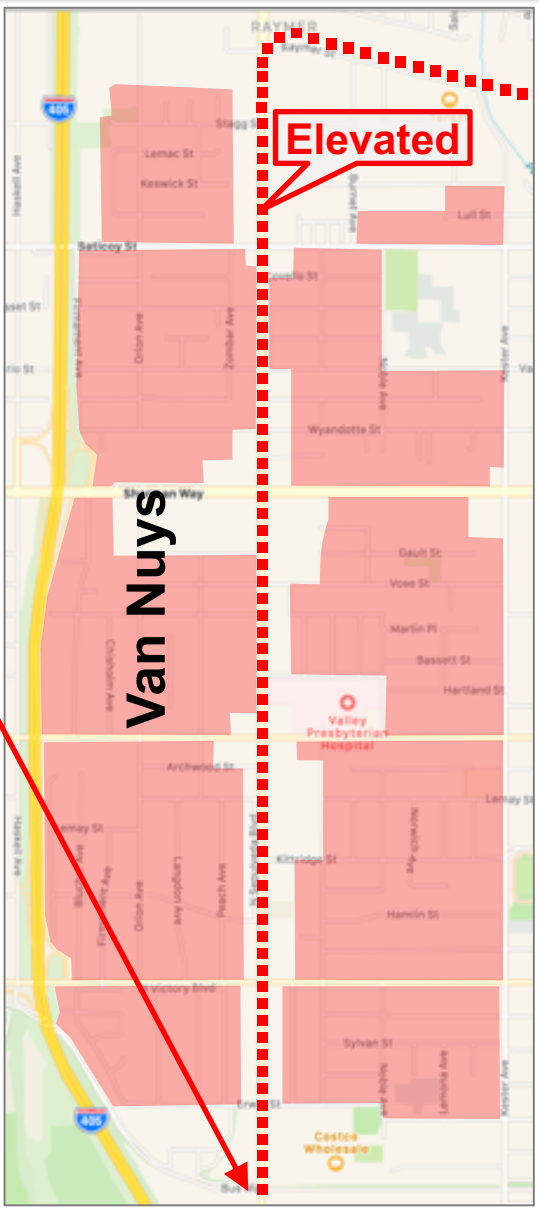
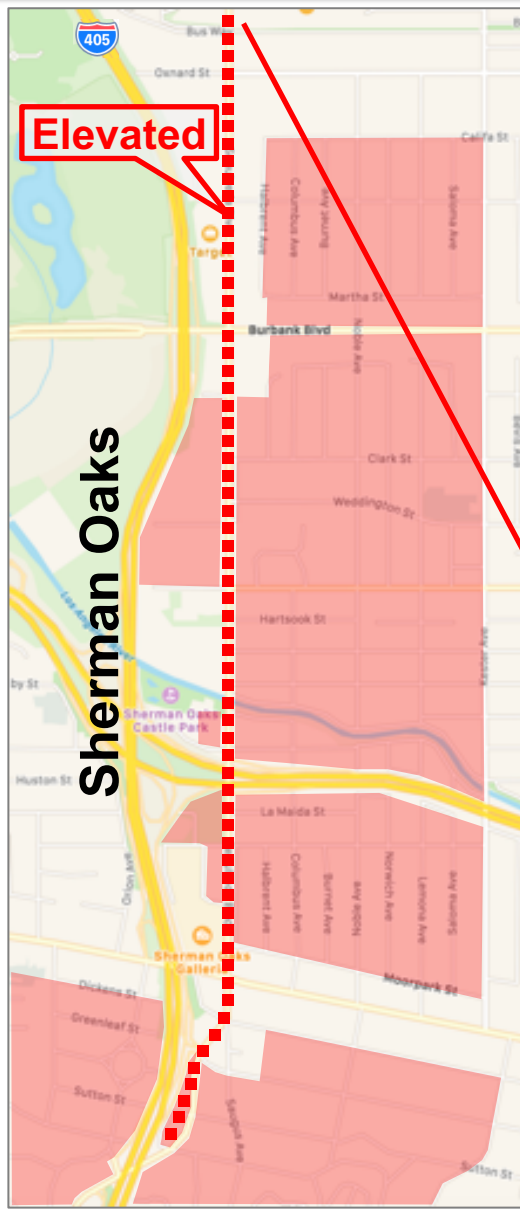
**CONCERN – Today Metro Has No Above-Ground Heavy Rail**

**CONCERN – Don't Set Precedent for Future Metro Projects**


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




# Elevated Trains Impact Residents



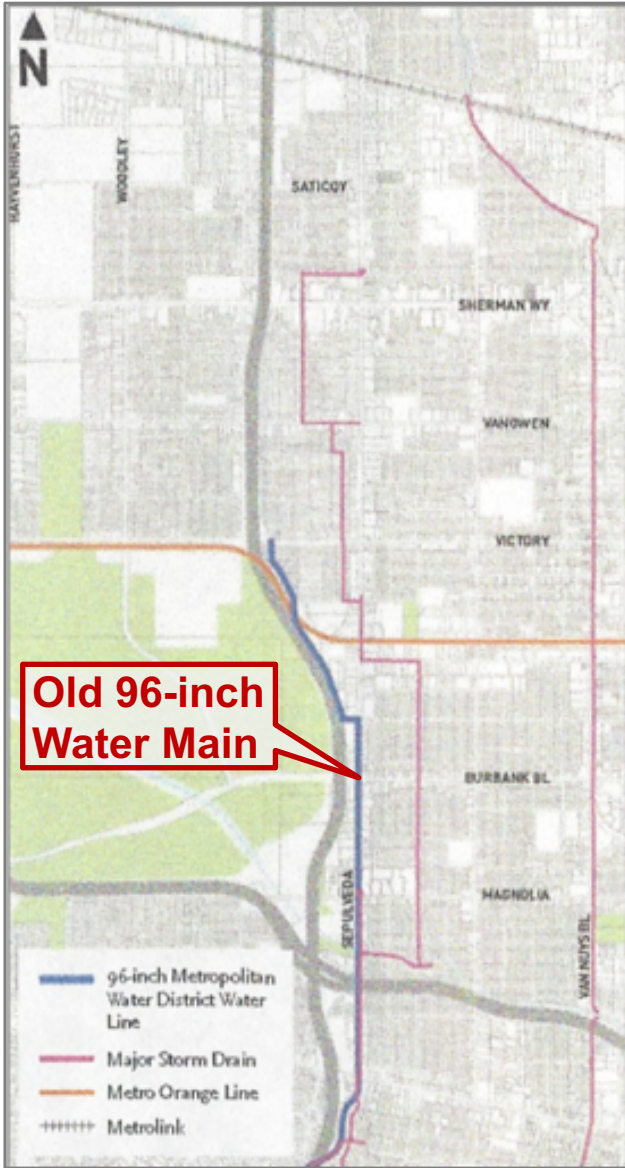
- ◆ 5,000 residences – houses, condos, and apartment buildings – cover three quarters of area within one-half mile of elevated tracks
- ◆ At least 12,000 residents live in area
- ◆ Loss of privacy, peace, and quiet

 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

**CONCERN – Has Metro Studied Engineering and Cost Impacts of Building Above Water Main?**

**CONCERN – Risk Too Great for Elevated Track Structure Damaging Water Main**



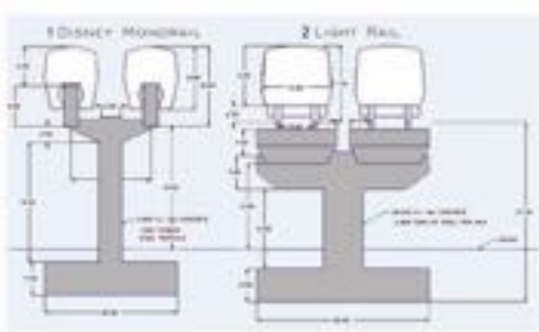
# Unacceptable HRT 3 Elevated Concept

**Sepulveda at  
Whole Foods**



- ◆ Metro conceptual rendering of HRT 3 near Whole Foods
  - Not presented or discussed at Metro's August 3<sup>rd</sup>, 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**

- ◆ 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 3<sup>rd</sup>, 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 3<sup>rd</sup>, 2019 public meeting

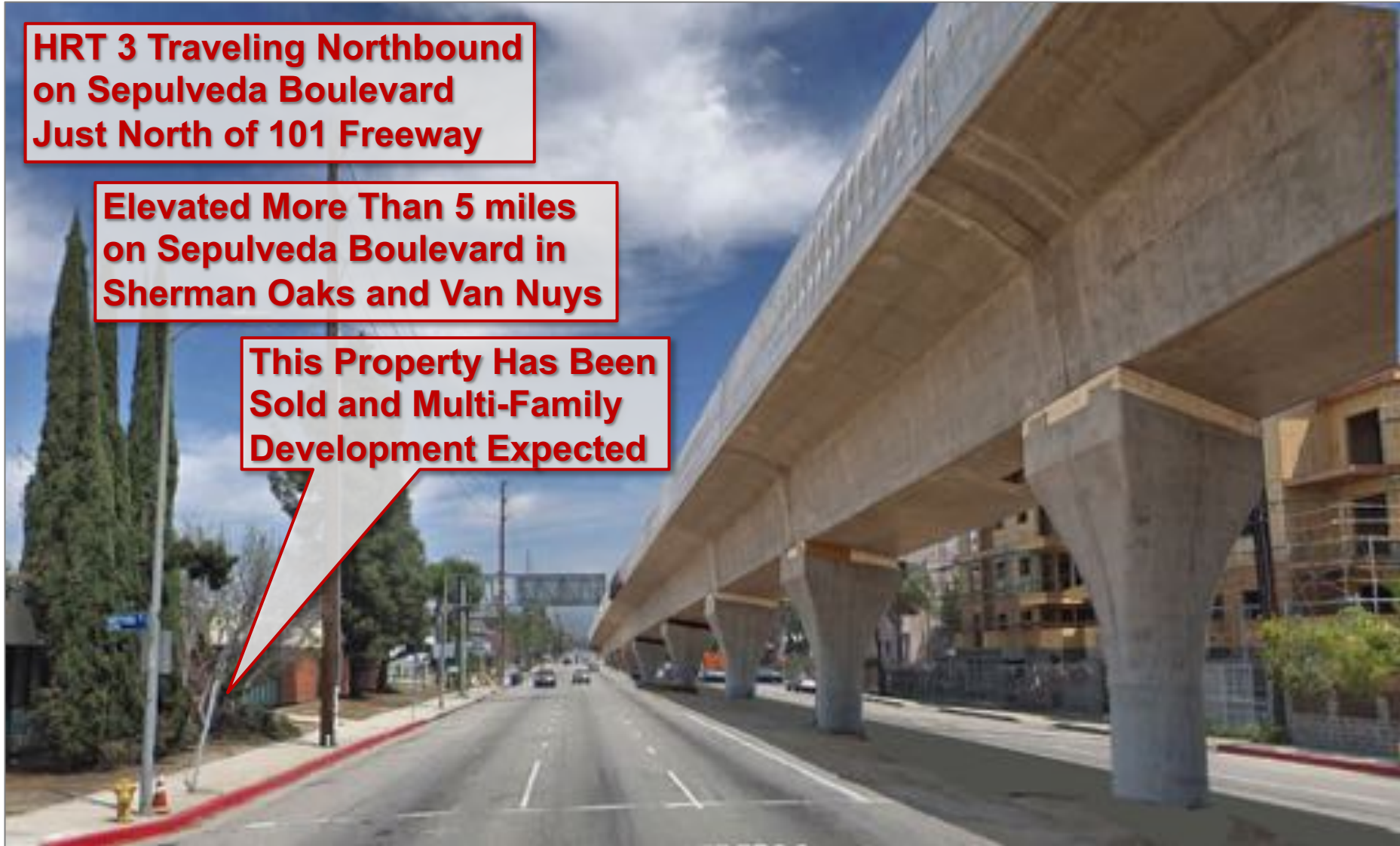


# HRT 3 Very Noisy and Very Intrusive

**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**

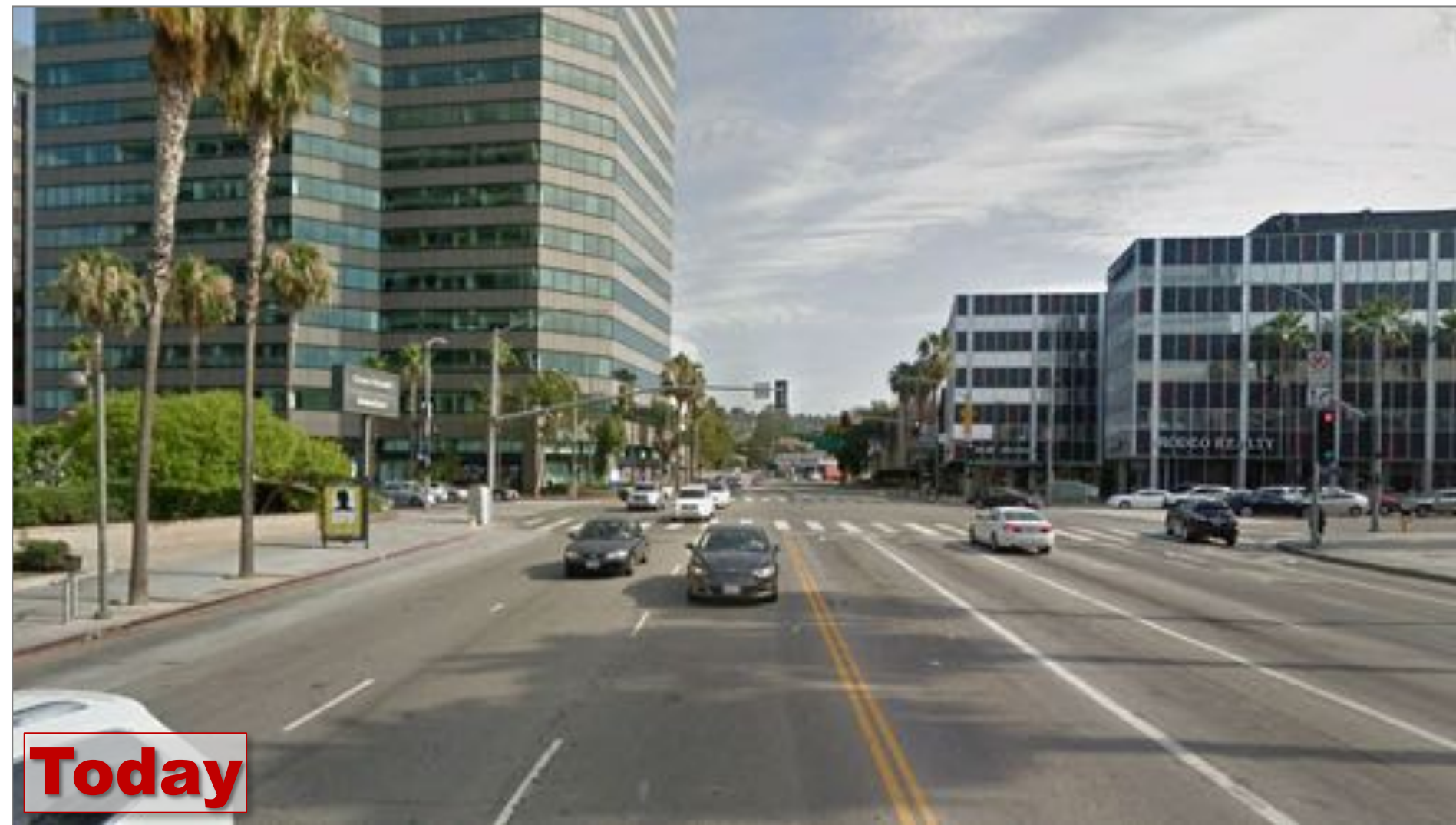
- ◆ Metro HRT 3 rendering shows impacts to Sepulveda Boulevard
- ◆ Elevated tracks continue five miles north to Raymer Avenue in Van Nuys
- ◆ Basically a five-mile “lid” covering Sepulveda Boulevard

**CONCERN – What Prevents Blight and Homeless Encampments Under Tracks?**



# Sepulveda at Ventura Looking South

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**Today**

# Sepulveda at Ventura Looking South

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# Ventura at Sepulveda Looking East

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# Ventura at Sepulveda Looking East

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# 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**

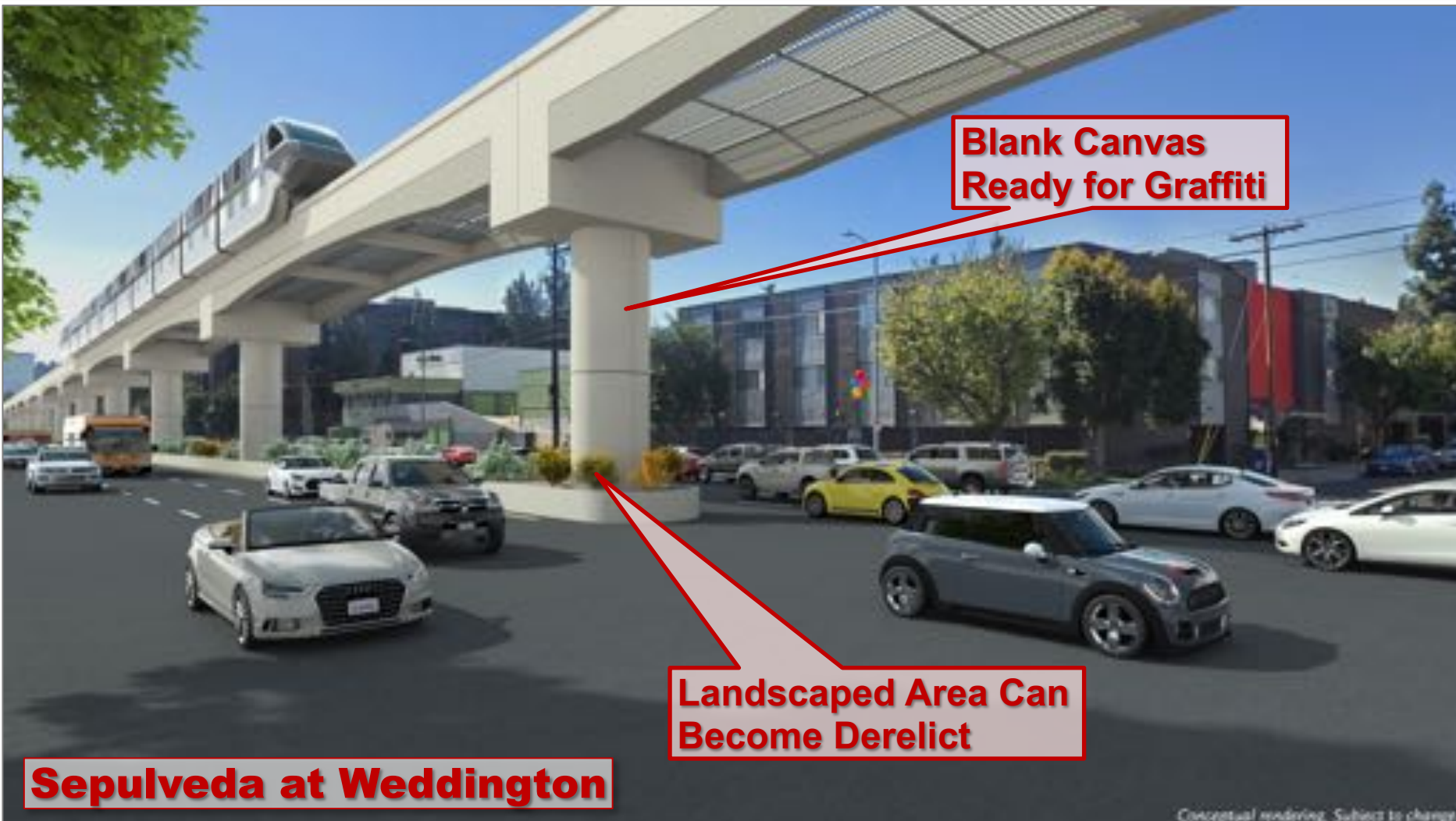




# MRT 1 Elevated in Pass and in Valley



# 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 3<sup>rd</sup>, 2019 public meeting



# MRT 1 – Intrusive Valley Operation

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**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 3<sup>rd</sup>, 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

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

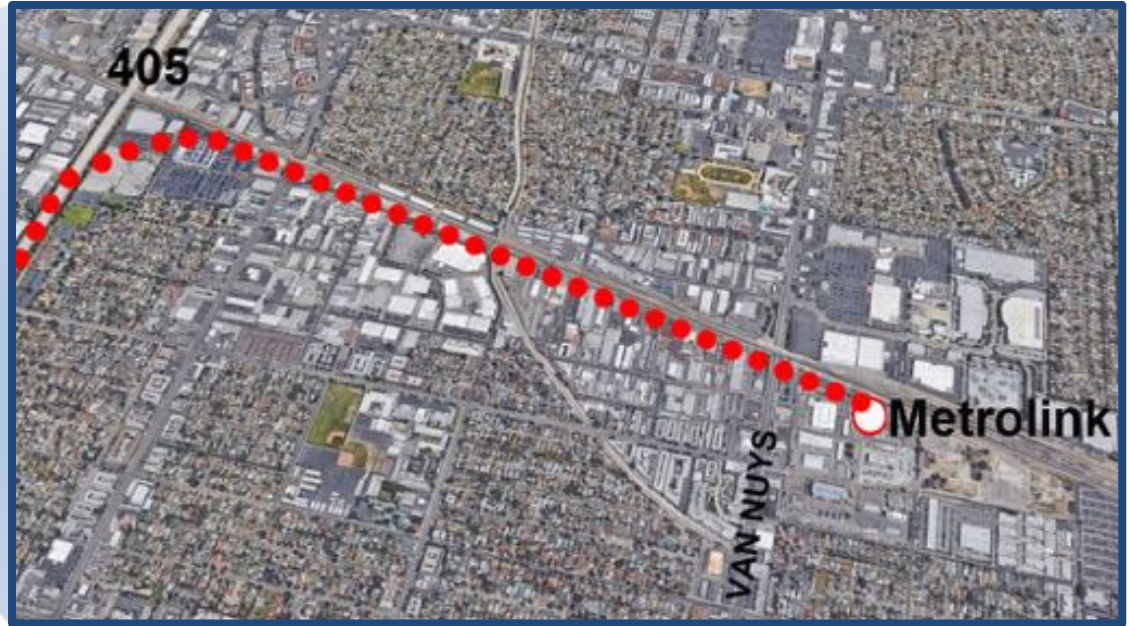
# Easy Ride Over Sepulveda Pass To LAX



- ◆ **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

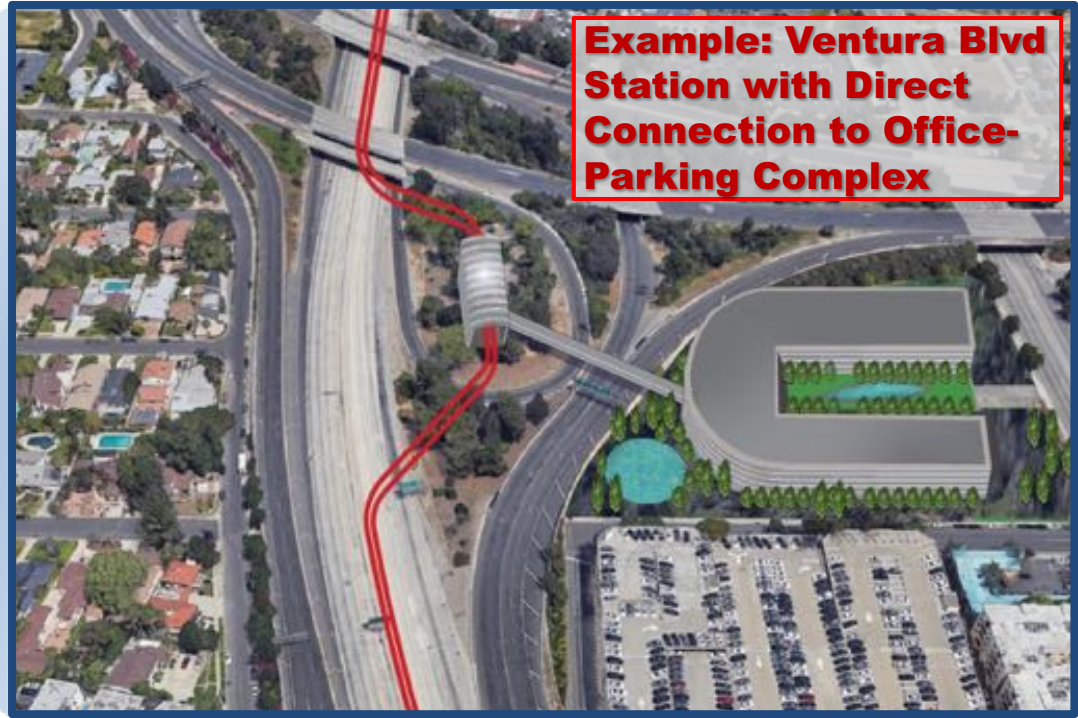
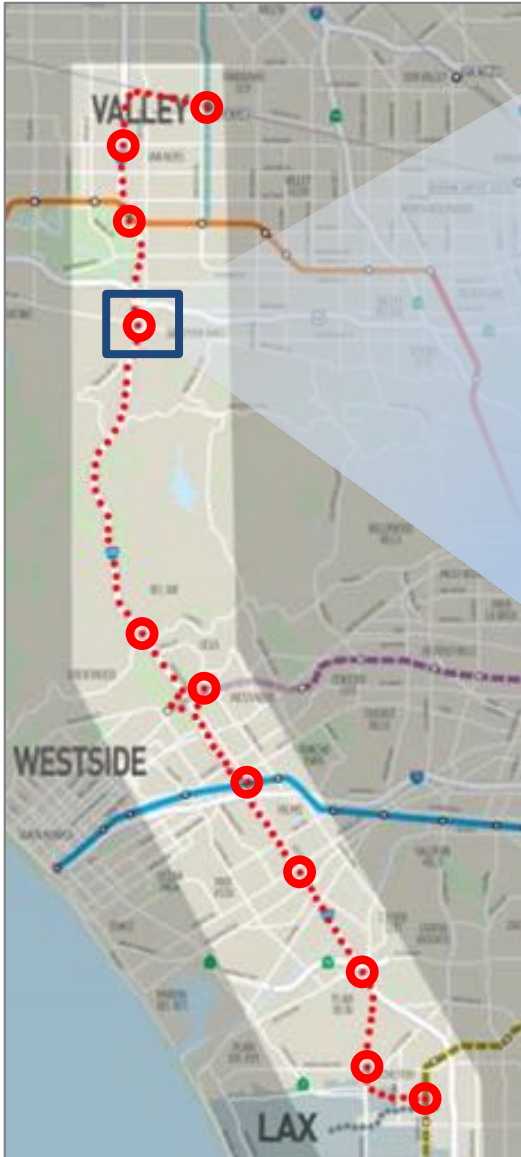
# Orange Line Parking Station



- ◆ 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

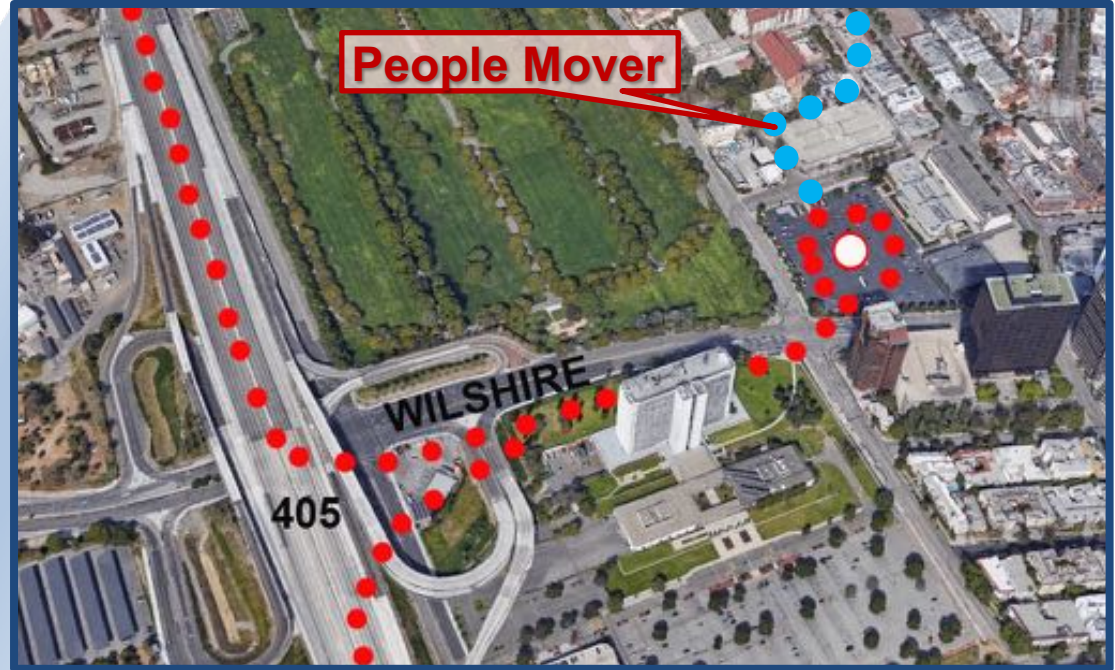
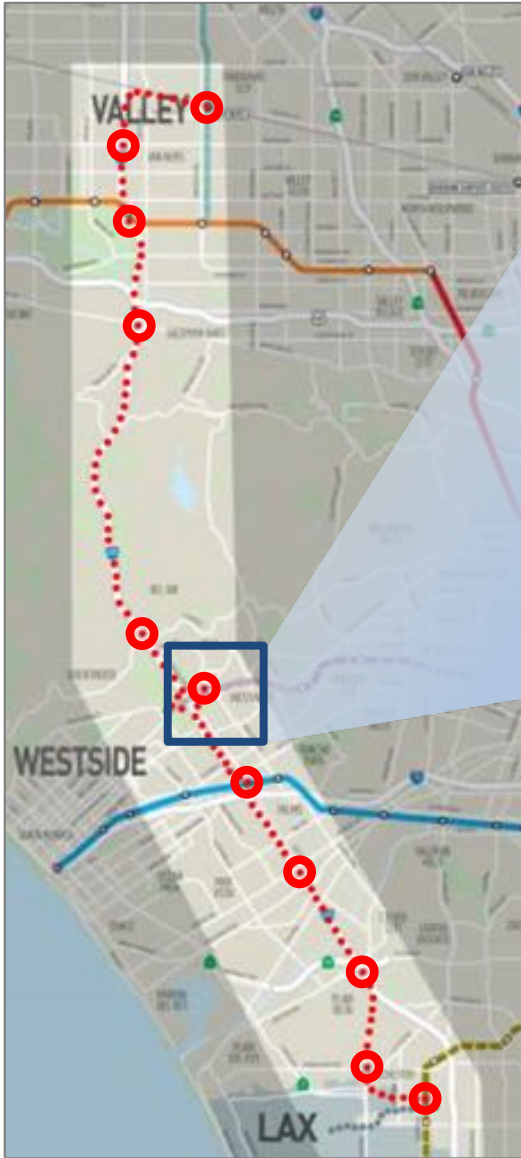


# Ventura Boulevard Parking Station



- ◆ 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

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- ◆ **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

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- ◆ Metro soliciting Public-Private Partnership (PPP) concepts for Sepulveda Transit Corridor Project
  - Through Request for Qualifications/Proposals (RFQ/P) in 2019 leading to Predevelopment Agreement (PDA) in 2020
  - BYD SkyRail planning to bid 405 Monorail
  - Possible other bids: combined rail-auto tunnels, ...
- ◆ Metro Board selects best Metro concepts and best alternative PDA concept(s)
  - Selected concepts proceed side-by-side into environmental analyses in 2020
- ◆ Commercial organization could eventually propose fixed-price innovative concept

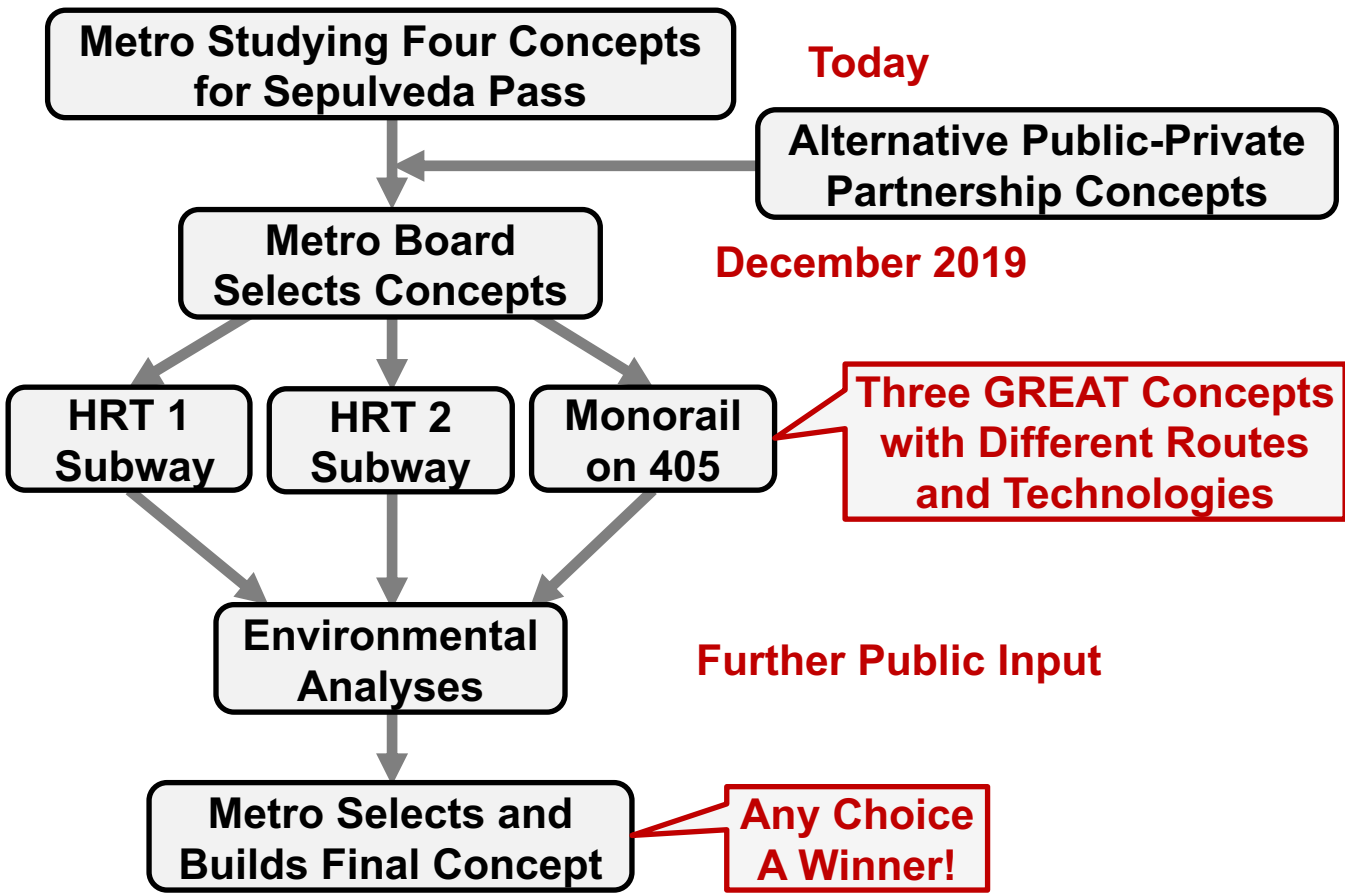
**Public-Private Partnership Proposals from Commercial Organizations Offer ALTERNATIVE Innovative and Affordable Concepts**

# **Summary and Conclusions**



# Ensure Best Sepulveda Pass Concepts

- ◆ Metro Board selects three GREAT concepts
- ◆ Two subways plus community-supported 405 monorail



# **Metro December Decisions Are Critical**

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- ◆ **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!**

# Voice Your Opinions To Metro Board

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**Board must select both great heavy rail HRT 1 and HRT 2 subway concepts and explain how additional funds will be found to build them**

**Board must select one or more viable, affordable alternative concepts through its public-private partnership process – such as monorail above the 405 median**

**Board must NOT select either unacceptable HRT 3 or MRT 1 concept with elevated heavy rail or monorail tracks above Sepulveda Boulevard in the Valley**

◆ Email your recommendations to:

- Metro Email Comment Box, [sepulvedatransit@metro.net](mailto:sepulvedatransit@metro.net)
- Mayor James Butts, Chair, Metro Board, [mayor@cityofinglewood.org](mailto:mayor@cityofinglewood.org)
- Mayor Eric Garcetti, Vice Chair, Metro Board, [mayor.helpdesk@lacity.org](mailto:mayor.helpdesk@lacity.org)
- Supervisor Hilda Solis, 2<sup>nd</sup> Vice Chair, Metro Board, [firstdistrict@bos.lacounty.gov](mailto:firstdistrict@bos.lacounty.gov)
- Supervisor Sheila Kuehl, Metro Board, [sheila@bos.lacounty.gov](mailto:sheila@bos.lacounty.gov)
- Supervisor Kathryn Barger, Metro Board, [kathryn@bos.lacounty.gov](mailto:kathryn@bos.lacounty.gov)
- Councilmember Paul Krekorian, Metro Board, [councilmember.krekorian@lacity.org](mailto:councilmember.krekorian@lacity.org)
- Councilmember Mike Bonin, Metro Board, [councilmember.bonin@lacity.org](mailto:councilmember.bonin@lacity.org)
- Councilmember David Ryu, [david.ryu@lacity.org](mailto:david.ryu@lacity.org)
- Councilmember Nury Martinez, [councilmember.martinez@lacity.org](mailto:councilmember.martinez@lacity.org)
- Mayor Ara Najarian, Metro Board, [anajarian@glendaleca.gov](mailto:anajarian@glendaleca.gov)
- Joshua Schank, Metro Chief Innovation Officer, [schankj@metro.net](mailto:schankj@metro.net)
- Cory Zelmer, Metro Project Manager, [zelmerc@metro.net](mailto:zelmerc@metro.net)

◆ Mail your recommendations to:

- Cory Zelmer, Metro Project Manager, Sepulveda Transit Corridor Project  
Metro, One Gateway Plaza, M/S 99-22-5, Los Angeles, CA 90012