

#### **Appendix V. Public Outreach**



# Appendix V-1. Lunch with Us Webinar (June 2021)



#### **Spring 2021 Community Update Meeting Summary**

#### **Background**

The Project is preparing for the environmental process with scoping expected in Fall 2021. Given the high level of interest in this project, it made sense for Metro to have a touchpoint with stakeholders prior to the scoping meetings by hosting a Lunch and Learn webinar on Tuesday, June 8 at 12:00 pm via Zoom Webinar.

#### Goals

The goals for the meeting were to:

- Provide stakeholders with background information on the project and update them on what's been happening since the Feasibility Study ended in late 2019
- Provide an overview of the environmental process, including the alternatives being considered and how the Feasibility Study and PDA proposals fit together
- Provide an opportunity for stakeholders to ask clarifying questions on the project, alternatives, and environmental process.

#### **Webinar Summary**

The Lunch and Learn meeting was recorded and held virtually via the Zoom webinar platform and scheduled from noon to 1:00pm. Attendees were able to see and hear the presentation and were provided the opportunity to submit written questions to the panel via the Q&A feature throughout the webinar.

Matthew Marquez, Metro Community Relations Officer, welcomed attendees to the meeting and launched a Zoom Poll, asking participants where they lived. Options included the seven Service Council regions in Los Angeles County as well as an option for those who live outside of Los Angeles County. 40% of respondents indicated they lived in the San Fernando Valley.

#### Where do you live? South Bay **Outside of Los** 5% **Angeles County** San Gabriel 11% Valley 2% Westside San Fernando 27% Valley 41% South Los Angeles/Gate way Cities 1% Central Santa Clarita/Palmdale LA/Downtown 2% 11%



Following the poll, Mr. Marquez reviewed how attendees could participate in the meeting by submitting questions in the Q&A feature and how they could access the Spanish interpretation feature if needed.

Karen Swift, Metro Senior Community Relations Manager, then introduced Peter Carter and Jackie Su, both from Metro Countywide Planning & Development. Ms. Su transitioned into the presentation following a review of the agenda, and asked a second Zoom Poll question, "Before the pandemic, how often did you travel through the 405 corridor?" The answer most frequently chosen (32%) was "Once or twice a month."

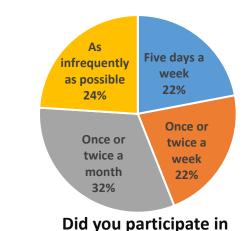
Mr. Carter continued by providing a project overview, explained the project phases and described the purpose and need for the project. Ms. Swift discussed the outreach conducted during the Feasibility Study.

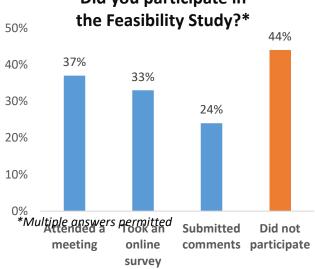
Ms. Su then asked the third poll: Did you participate in the Feasibility Study? For this poll, participants were able to select multiple options. Nearly half of attendees did? (missing text)

Mr. Carter then described the five alternatives, reviewed the PDA concepts, explained the environmental process and stressed the importance of public participation.

Following the presentation, Ms. Swift moderated the Q&A session and directed incoming questions to the panel. While the meeting was scheduled to end at 1:00 pm, due to the large number of questions received from attendees, staff extended the webinar and ended after 1:15 pm.

# Before the pandemic, how often did you travel through the 405 corridor?







Matthew Marquez concluded the webinar by thanking attendees for their participation and provided information on how participants can stay in touch with the project.

#### **Q&A Themes\***

Approximately 157 questions and comments were received from the Lunch and Learn meeting. Metro staff addressed as many questions as the time allowed. Following a review of all questions and comments received, the resulting themes emerged from the meeting:

- Impacts along the project alignment (drilling/tunneling, noise, property acquisition)
- Alignment/project alternatives
- Timeframe for completion
- Cost of project

#### Attendance

Approximately 380 stakeholders participated in the webinar, with 360 participating via the Zoom web platform and 20 calling in by phone. Among those who attended were representatives from elected offices, agencies and other key stakeholders.

#### **Elected Staff**

- Senator Dianne Feinstein
- Congressman Tony Cardenas
- Congressman Ted Lieu
- LA County Supervisor Janice Hahn
- LA County Supervisor Sheila Kuehl
- Council President Nury Martinez

#### **Agency Staff**

- Caltrans
- City of LA (various depts.)
- LA County (various depts.)
- · Beverly Hills
- Culver City
- LAWA

#### **Key Stakeholders**

- The Getty
- John Thomas Dye School
- Sony
- UCLA

- Councilmember Bob Blumenfield
- Councilmember Mike Bonin
- Councilmember Joe Buscaino
- Councilmember Paul Koretz
- Councilmember Paul Krekorian
- Councilmember Nithya Raman
- LAUSD
- Port of Los Angeles
- Santa Monica
- Santa Monica-Malibu Unified School District
- Bel-Air Association
- Bel-Air Beverly Crest NC
- Bel-Air Crest HOA



- Century City Business Improvement District
- Palms NC
- Sherman Oaks HOA

- Sherman Oaks NC
- Westside Community Council
- Westwood South of Santa Monica HOA

#### Notification

Utilizing the contact list from the Feasibility Study, two eblasts were sent out prior to the Lunch and Learn webinar to inform stakeholders about the meeting. Following the webinar, two eblasts were sent out; one thanking those who participated in the meeting and the second to provide links to the webinar recordings in English and Spanish (add link – I also think it's important to note that we posted the recordings to YouTube which is a very accessible channel and that the recordings allow people to see the PPT with the benefit of the narration rather than trying to interpret slides without it). After each eblast was sent out, the contact list was updated to remove bounce-back emails or include new email sign ups. The following table provides the metrics and details of each eblast.

#	Purpose of Campaign	Date Sent	Contacts	Open Rate	Click Rate
1	Save the Date	5/12/21	15,439	34.8%	7.5%
2	Webinar Reminder	6/8/21	15,366	24%	6%
3	Thank You	6/9/21	15,489	30.5%	4.8%
4	Recordings	6/14/21	15,448	28%	5%

#### **Next Steps**

Staff is in the process of preparing Frequently Asked Questions from the questions raised from the webinar and submitted through the project email. The FAQS will be posted to the project website this summer, and the link will be shared with stakeholders via email.



# **Appendix V-2. Community Update Webinar (October 2021)**

# Sepulveda Community Update Meeting Summary Zoom Webinar

#### October 26, 2021 11:30AM-1:30PM

Attendance	Approximately 188 participants
	• 181 Online
	• 7 Call-in
Chat Questions/	<ul> <li>Approximately 85 Questions/Comments</li> </ul>
Comments	<ul> <li>All questions that could be answered were responded to live or</li> </ul>
	via the Zoom Q&A function.
Key Stakeholders	Bel-Air Association
	Encino Neighborhood Council
	• Getty
	Homeowners of Encino
	Mar Vista Coordinating Council
	<ul> <li>North Westwood Neighborhood Council</li> </ul>
	Sherman Oaks Neighborhood Council
	Skirball Center
	Studio City Neighborhood Council
	• UCLA
	Westwood Community Council
	<ul> <li>Westwood South of Santa Monica Homeowners</li> </ul>
	Westwood Village
Elected Staff	Congressman Ted Lieu
	Congressman Tony Cardenas
	Supervisor Sheila Kuehl
	Mayor Eric Garcetti
	Councilmember Bob Blumenfield
	Councilmember Mike Bonin
-	Councilmember Paul Koretz
Agency/City Staff	Caltrans
	<ul> <li>City of Los Angeles (Dept. of Transportation, Planning)</li> </ul>
	Culver City
	El Segundo
	• EPA
	• LADOT
	• LAPD
	Santa Clarita
	Santa Monica
	West Hollywood

In addition, there were attendees from the HTA team, PDA proposers (BYD, Bechtel) and their lobbyists (Cerrell Associates, etc.).

#### Poll #1 Results

1. Where do you live? (Single Choice) \*

San Fernando Valley	(40/111) 36%
Westside	(35/111) 32%
Central LA/Downtown	(10/111) 9%
South Los Angeles/Gateway Cities	(2/111) 2%
San Gabriel Valley	(3/111) 3%
South Bay	(1/111) 1%
Santa Clarita/Palmdale	(1/111) 1%
Outside of Los Angeles County	(19/111) 17%

#### Poll #2 Results

1. Did you participate in the Feasibility Study or the June 2021 Community Update Meeting? (Multiple Choice) \*

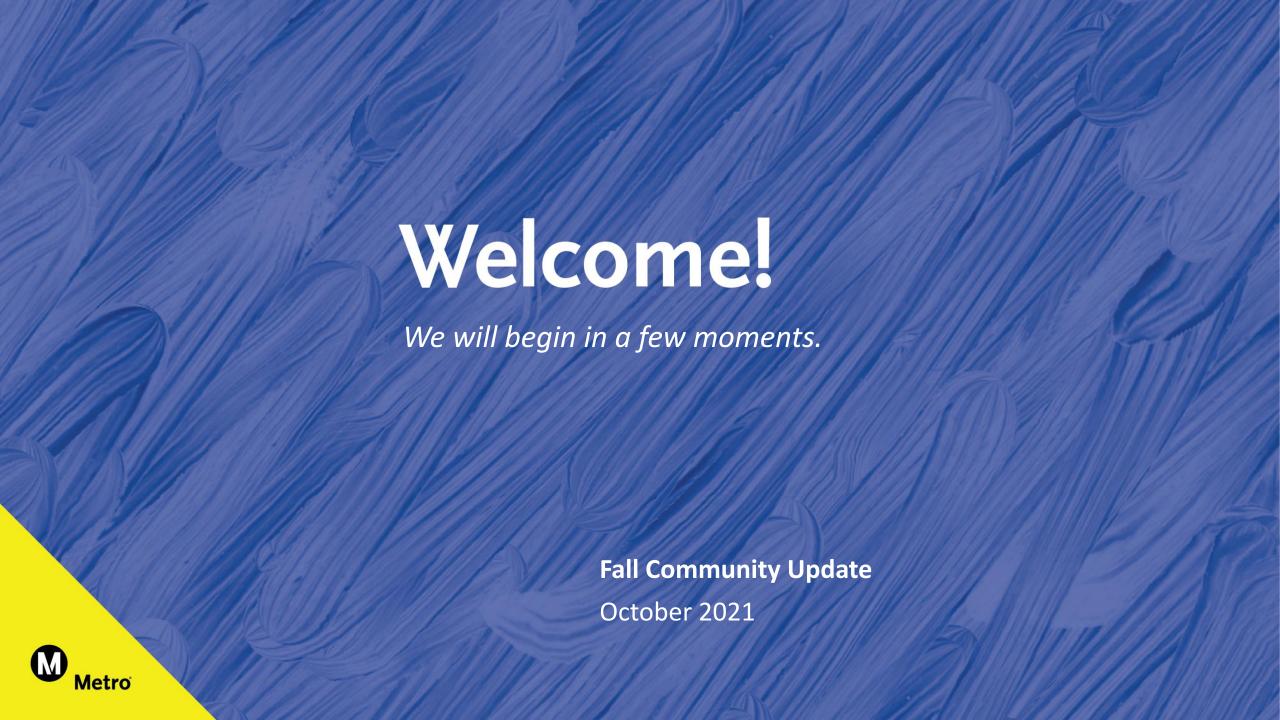
106/106 (100%) answered

Attended a meeting	(43/106) 41%
Took an online survey	(26/106) 25%
Submitted Comments	(20/106) 19%
Did not participate	(57/106) 54%

#### **Q&A Brief Summary:**

#### Themes:

- Impacts along the project alignment (drilling/tunneling, noise, property acquisition)
- Alignment/project alternatives
- Timeframe for completion
- Cost of project
- Environmental process/next steps
- Role of the PDA teams/analysis of PDA alternatives
- Integration and coordination with Metro's operating lines and other planning projects







# **Interpretation Available**



#### Via Zoom

- > Click on the "Interpretation" icon
- > Pick the language you would like to listen to (Spanish)
- > Spanish translated presentations have been posted in the chat

#### Interpretacion en espanol Via Zoom

- > Haga click en el icono "interpretacion"
- > Escoja la opcion para eschuchar en espanol
- > El enlace a la presentacion en espanol esta disponible en el "chat"



# Housekeeping

#### Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



During the meeting, comments can be submitted using the Q&A icon.



For technical support, call or text 213.600.9039.



# **Engagement Guidelines**

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

#### **During this meeting, please:**

- > Respect the format of the meeting and allow everyone an opportunity to comment
- > Turn off cell phones and background noise when speaking
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all comments to Metro staff and consultants not to other attendees
- > Maintain a conversational tone



# **Discounted Fares/LIFE Program**

#### Fare collection and front door boarding resumes on buses on Jan. 10, 2022

#### **Discounted Prices**

- Six months of half price passes for all riders!
- 1-Day, 7-Day and 30-Day passes at half-price savings that riders can start using on Jan. 10.
  - \$3.50 for a day pass, \$12.50 for a weekly pass and \$50 for a 30-day pass if you are not enrolled in a discounted program.
- The fares will be available on TAP vending machines, <u>taptogo.net</u> and at Metro Customer Centers for purchase beginning Dec. 15 until July 20, 2022.

#### Low-Income Fare Is Easy (LIFE) Program

- Six months of discounted LIFE fares.
  - New LIFE riders will get 90 days of free rides starting January 10, 2022, when fare collection restarts.
  - Pay \$26 for a 30-day pass (regularly \$76).
  - Pay \$6.50 for a 7-day pass (regularly \$19.50).
  - To sign up for the LIFE Program, visit <a href="www.metro.net/riding/life/">www.metro.net/riding/life/</a>



#### Zoom Poll #1

#### Where do you live?

1. San Fernando Valley

2. Westside

3. Central LA/Downtown

4. South Los Angeles/Gateway Cities

5. San Gabriel Valley

6. South Bay

7. Santa Clarita/Palmdale

8. Outside of Los Angeles County



#### Zoom Poll #2

# Did you participate in the Feasibility Study or the June 2021 Community Update Meeting?

- 1. Attended a meeting
- 2. Took an online survey
- 3. Submitted comments
- 4. Did not participate





# Thanks for joining us!

#### Agenda

11:30am Welcome

11:35am Project Overview

12:00pm Environmental Process

12:15pm Q&A

1:25pm Wrap-up



# Today's Speakers



Peter Carter
Countywide Planning
& Development



**Kavita Mehta** *Program Management* 

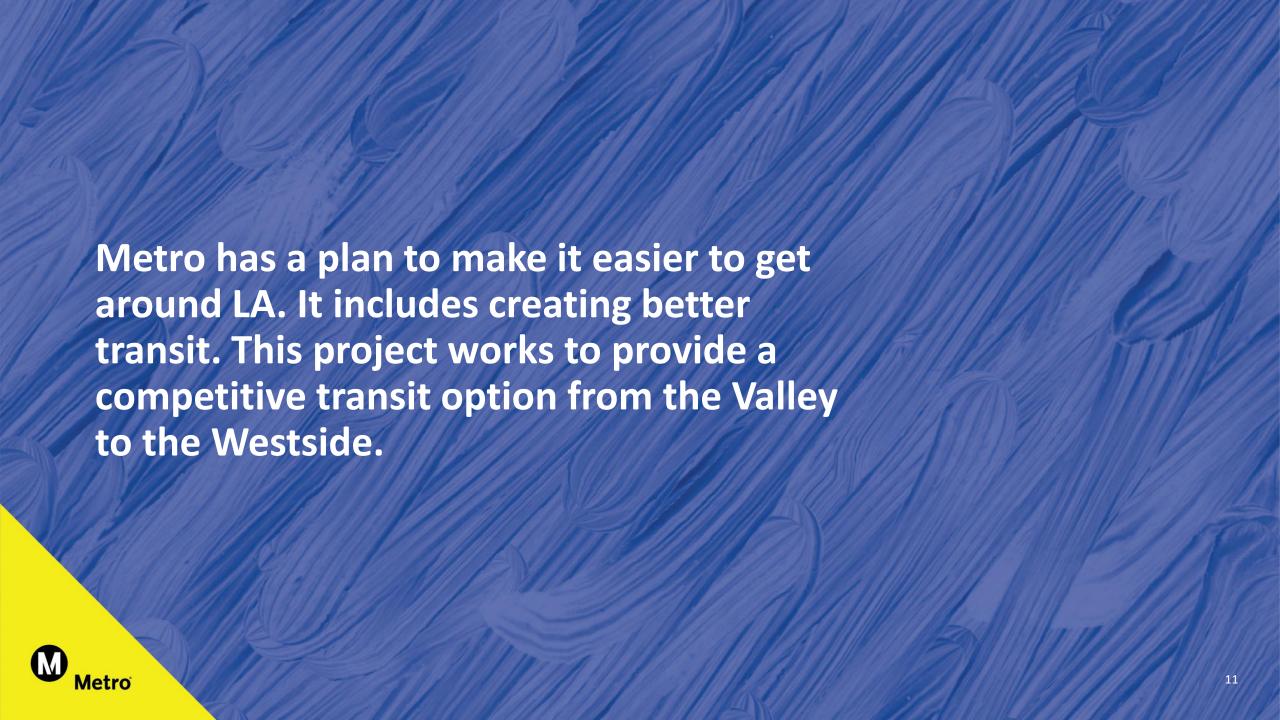


**Karen Swift** *Community Relations* 



Matthew Marquez
Community Relations





# Our plan weaves efforts across four areas

Better **Transit** 

Less Congestion

Complete Streets

Access to Opportunity

We're intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.







# This project works to improve public transit

Better
<b>Transit</b>

Less Congestion

Complete Streets

Access to Opportunity

**Transit Projects** 

Roadway Improvements

Bike and Pedestrian

Projects

Workforce Initiatives

Bus Improvements

**Congestion Management** 

Local Street Improvements

Support for Local Businesses

New Mobility Options

Improved and Efficient
Goods Movement

Station and Stop Access

Enhancements

Transit-oriented
Communities



# **Nearby Projects**

- > Metro is evaluating a variety of projects that could offer a range of multimodal mobility options to address existing and future transportation needs
- > Nearby and future proposed projects are independent of the Sepulveda Transit Corridor Project, including:
  - D Line (Purple) Extension Transit Project
  - I-405 Sepulveda Pass ExpressLanes
  - I-405 Comprehensive Multimodal Corridor Plan
  - Traffic Reduction Study
- > Each project will undergo its own environmental clearance and/or planning process
- > Metro will continue to coordinate across all project efforts



I-405 Sepulveda Pass ExpressLanes Map



# **Project Overview**

- > This project will study alternatives to provide high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside
- > 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





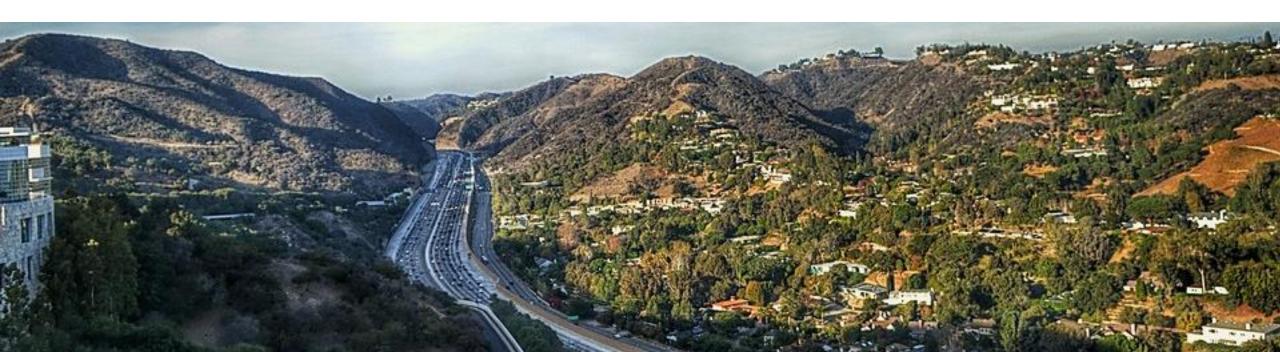
# **Project Background**

- > **2016:** The Project is funded in part by Measure M, the transportation sales tax approved by 71 percent of LA County voters
  - Measure M has identified \$9.5 billion in funding from local, state and federal sources
    - \$5.7 billion for the Valley-Westside segment currently being studied
    - \$3.8 billion for the future Westside-LAX segment
- > **2017-2019**: Staff conducted the Sepulveda Transit Corridor Feasibility Study, concluding with alternatives identified for further study



# **Pre-Development Agreements (PDA)**

- > The geography and existing built environment make project design and construction challenging
- > Early contractor involvement will facilitate innovative and affordable transit solutions
- > PDA assures proposed solutions are cost-effective over the life of the project
- > Development and construction schedule acceleration



# PDA Teams – Status Update

- > **July 2019:** Board approved PDA approach to award up to two contracts for different technologies
- > August 2019: Sepulveda Industry Forum outreach
- > October 2019: Request for Proposals issued
- > August 2020: Proposals received
- > **Sept 2020-Jan 2021:** Proposal evaluation team process
- > March 2021: Award of the PDA contracts to:
  - > LA SkyRail Express for a proposed Monorail technology transit solution
  - > Sepulveda Transit Corridor Partners-Bechtel for a proposed Heavy Rail technology transit solution
- > August 2021: Notice to Proceed to both PDA teams



# **PDA Management**





# **PDA Management**

> Each of the selected PDA teams are developing transit solution concepts in different modes

> PDA teams are advancing the designs and engineering for their proposed concepts

> PDA alternatives will be analyzed as part of the environmental process by Metro



# **Project Schedule**





# Pre-Development Agreement and Environmental Review



Public-Private Partnership

#### 2017-2021

Metro conducts Feasibility
Study of transit service between
San Fernando Valley and LAX.

Metro issues requests for proposals and selects contractors for environmental, outreach, and up to two Pre-Development Agreement (PDA) teams.

#### 2021-2025

PDA teams develop project alternatives optimized for public-private partnership (P<sub>3</sub>) delivery.

Metro conducts state and federal environmental studies. Project alternatives are refined through feedback with environmental process.

Metro identifies a Locally Preferred Alternative (LPA).

Engineering for LPA advances.

#### 2025

Metro issues request for P3 proposal for LPA delivery.

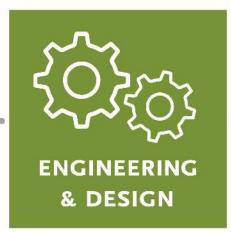


# **Project Phase**

WE ARE HERE













# **Public Participation in Environmental Review**

- > Environmental review begins with scoping, November 30, 2021 to February 11, 2022:
  - Descriptions of the alternatives
  - Maps and schedule
  - Project objectives
- > During scoping, Metro will seek feedback from the public about:
  - Alternatives being considered
  - How the alternatives might be enhanced or modified
  - Other alternatives that should be evaluated
  - Issues and concerns with the project plans
  - Questions that should be answered as part of the study



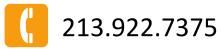


#### Q&A

- > Please submit questions using the Zoom Q&A function
- > We will answer as many questions as we can, focusing on questions that are of broadest interest
- > Your question will appear publicly as it's being answered live or responded to in writing in the Q&A box
- > If you have difficulties with the Zoom Q&A function, please text your question to 213.600.9039 and our team will receive it



# Stay connected to this project.









**f** losangelesmetro



# Próxima parada: exploración de alternativas a la 405. PROYECTO DE CORREDOR DE TRANSPORTE DE SEPÚLVEDA

Bienvenida – Comenzaremos en Breve



# Acceder a la interpretación en español



#### Interpretación en español

- > Vía Zoom
  - Haga clic en el ícono de "Interpretation (interpretación)"
  - Escoja el idioma que le gustaría escuchar (Spanish [español])
  - La presentación traducida al español se ha publicado en el chat.

#### **Spanish Interpretation**

- > Via Zoom
  - Click on the "Interpretation" icon
  - Pick the language you would like to listen to (Spanish)
  - Spanish translated presentation has been posted in the chat.



# Reglas para la Reunión

#### La reunión de hoy se está grabando.



Los videos de los asistentes están apagados y los micrófonos están en modo de silencio



Pueden enviar preguntas por medio de la función de "Q&A" (preguntas y respuestas)



Para soporte técnico, llame o envíe un mensaje de texto al 213.600.9039



# Directrices de Participación

Metro se compromete a asegurar que todos los participantes puedan compartir ideas, comentarios e inquietudes sobre este proyecto de manera justa y clara. Para brindar un proceso seguro y equitativo, estamos solicitando su ayuda.

#### Durante esta reunión, por favor:

- Respete el formato de la reunión.
- Trate a los otros miembros de la comunidad, representantes de agencias, personal de Metro y otras personas con respeto.
- Dirija todos los comentarios al personal de Metro - no a los demás asistentes.



# Descuentos a Tarifas/Programa LIFE

#### El cobro del pasaje se reanuda en el sistema de autobuses Metro el 10 de enero.

#### **Descuentos a Tarifas**

- 6 meses de pases a medio precio para todos los demás pasajeros!
- 1 día, 7 días y 30 días, a la mitad de su precio, para que los usuarios puedan ahorrar a partir del 10 de enero.
  - \$3.50 por el pase de un día, \$12.50 por un pase semanal y \$50 por el pase mensual si usted no está inscrito en alguno de los programas de descuento.
- Estas nuevas tarifas estarán disponibles en las máquinas expendedoras de tarjetas TAP, <u>taptogo.net</u> y en los centro de atención al cliente de Metro y estarán disponibles para su compra a partir del 15 de diciembre hasta el 20 de julio de 2022.

#### Programa LIFE (tarifas para personas de bajos ingresos)

- 6 meses de descuentos en tarifas LIFE.
  - Los nuevos usuarios de LIFE obtendrán 90 días de pasaje gratis a partir del 10 de enero, 2022, cuando se comience a cobrar el pasaje.
  - \$26 por un pase de 30 días (precio regular \$76)
  - \$6.50 por un pase de 7 días (precio regular \$19.50).
  - Sitio web: www.metro.net/life



### Encuesta de Zoom #1

#### ¿Donde vives?

- 1. Valle de San Fernando
- 2. Área del Westside
- 3. Centro de Los Angeles/Downtown
- 4. Sur de Los Angeles/Gateway Cities

- 5. Valle de San Gabriel
- 6. South Bay
- 7. Santa Clarita/Palmdale
- 8. Afuera del Condado de of Los Angeles County



### Encuesta de Zoom #2

# ¿Participó en el estudio de viabilidad o en la reunion de junio 2021? (Múltiples respuestas aceptadas)

- 1. Asistió a una reunión
- 2. Realizó una encuesta en línea
- 3. Envió comentarios
- 4. No participó





# ¡Gracias por Acompañarnos!

#### Agenda

11:30 am Bienvenidos

11:35 am Descripción General del Proyecto

12:00 pm Proceso Ambiental

12:15 pm Preguntas y Respuestas

1:25 pm Cierre de la Reunión



# Ponentes el Día de Hoy



Peter Carter Planeación y Desarrollo en Todo el Condado



**Kavita Mehta** *Administración del Programa* 



**Karen Swift** *Relaciones Comunitarias* 



Matthew Marquez
Relaciones Comunitarias



Metro tiene un plan para facilitar el desplazamiento por Los Angeles. Esto incluye crear un mejor transporte. Este proyecto busca proporcionar una opción de transporte competitiva a través del Valley hacia Westside.

# Nuestro Plan Teje Esfuerzos en Cuatro Áreas

Mejor Tránsito Menos Congestión Calles Completas

Acceso a la Oportunidad

Estamos intencionalmente enfocados en eliminar las disparidades raciales y socioeconómicas y promover prácticas sostenibles en todo lo que hacemos.





# Este Proyecto Trabaja para Mejorar el Transporte Público

# Mejor **Tránsito**

Menos Congestión

Calles Acceso a la **Completas Oportunidad** 

#### Proyectos de Tránsito

Mejoras de Calzada

*Iniciativas de fuerza laboral* 

Mejoras de Autobús

Gestión de la Congestión

Mejoras en las Calles Local

Nueva Opciones de Movimiento de mercancías mejorado y eficiente

Mejoras en el Acceso a la Estación y Paradas

Proyectos de Bicicletas y

**Peatones** 

Locales

Movilidad

Comunidades orientadas al Tránsito

Apoyo a la empresas



### **Proyectos Cercanos**

- > Metro está evaluando varios proyectos que podrían ofrecer diversas opciones de movilidad multimodal para abordar las necesidades de transporte actuales y futuras.
- > Los proyectos cercanos y los proyectos futuros propuestos son independientes del Proyecto del Corredor de Transporte de Sepulveda, que incluyen:
  - El Proyecto de Transporte de Ampliación de la Línea Purple (Línea D)
  - Carriles Exprés de la I-405 Sepulveda Pass
  - Plan Integral del Corredor Multimodal I-405
  - Estudio de Reducción de Tráfico
- > Cada proyecto se someterá a su propia autorización ambiental y/o proceso de planeación
- > Metro continuará coordinando todas las actividades del proyecto



Mapa de Carriles Exprés de la I-405 Sepulveda Pass



# Descripción General del Proyecto

> Este proyecto analizará alternativas para brindar un servicio de transporte de alta calidad que pueda servir de manera eficaz a un mercado de viajes grande y en crecimiento entre San Fernando Valley y Westside

> Para que el transporte sea un opción de viaje competitiva que atraiga a nuevos pasajeros, es necesario aumentar la velocidad, frecuencia, capacidad y confiabilidad del servicio de transporte, y brindar conexiones convenientes a los corredores de transporte existentes y planeados





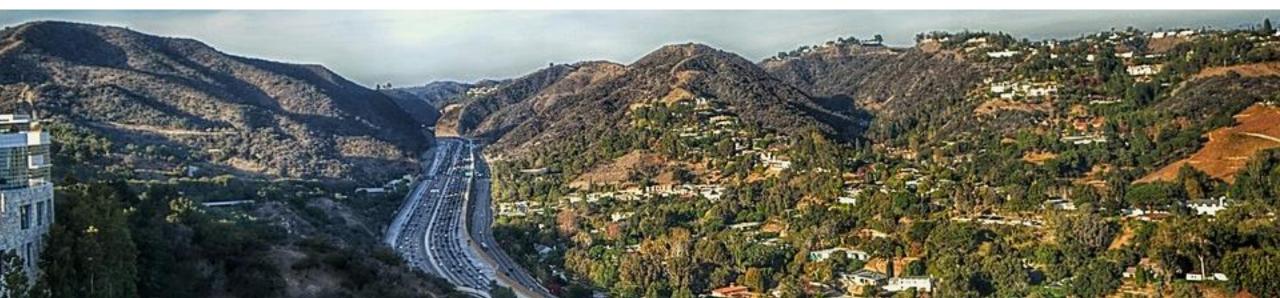
# Antecedentes del proyecto

- > **2016**: El proyecto está financiado en parte por la Medida M, el impuesto sobre las ventas de transporte aprobado por el 71 por ciento de los votantes del Condado de Los Angeles.
  - La Medida M ha identificado \$9.5 mil millones en fondos de fuentes locales, estatales y federales
    - \$5.7 mil millones para el segmento de Valley-Westside que actualmente se encuentra bajo estudio
    - \$3.8 mil millones para el futuro segmento de Westside-LAX
- > **2017-2019**: El personal realizó el estudio de viabilidad del Corredor de Tránsito de Sepúlveda y concluyó con las alternativas identificadas para un estudio posterior.



# **Acuerdos Previos al Desarrollo (PDA)**

- > La geografía y el entorno construido existente hacen que el diseño y la construcción del proyecto sean un desafío
- > La participación temprana del contratista facilitará soluciones de transporte innovadoras y asequibles
- Los PDA aseguran que las soluciones propuestas sean rentables durante toda la vida del proyecto
- > Aceleración del calendario de desarrollo y construcción

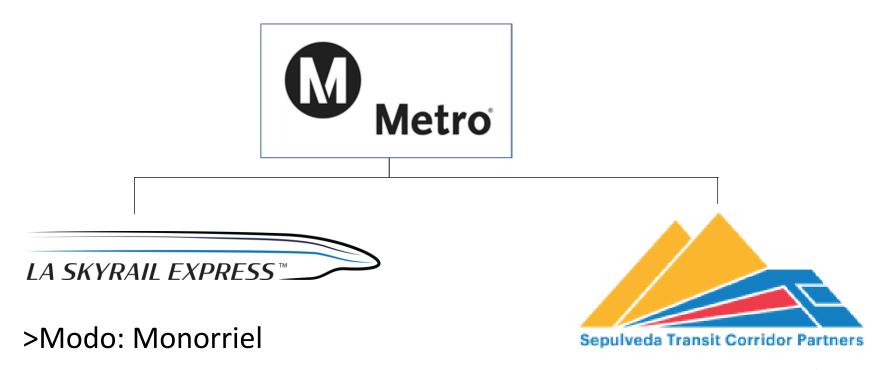


### **Equipos PDA - Actualización del Estatus**

- > **Julio de 2019:** La Junta aprobó el enfoque del PDA para adjudicar hasta dos contratos para diferentes tecnologías
- > Agosto de 2019: Alcance del Foro de la Industria de Sepulveda
- > Octubre de 2019: Emisión de la Solicitud de Propuestas
- > **Agosto de 2020:** Recepción de propuestas
- > Septiembre de 2020-enero de 2021: Proceso del Equipo de Evaluación de Propuestas
- > Marzo de 2021: Adjudicación de los Contratos PDA a:
  - > LA SkyRail Express para una solución propuesta de transporte de tecnología monorriel
  - > Socios del Corredor de Transporte de Sepulveda Bechtel para una solución de transporte de tecnología ferroviaria pesada
- > Agosto de 2021: Aviso para Proceder a los dos equipos PDA



### Administración de los PDA



> Modo: Ferrocarril Pesado



### Administración de los PDA

- > Cada uno de los equipos PDA seleccionados están diseñando conceptos de soluciones de transporte en diferentes modos
- > Los equipos PDA están avanzando en los diseños e ingeniería de sus conceptos propuestos
- > Las alternativas de los equipos PDA serán analizadas como parte del proceso ambiental por Metro



### **Cronograma del Proyecto**





Acuerdo Previo al Desarrollo y Revisión Ambiental



Asociación Público-Privada

#### 2017-2021

Metro realiza un Estudio de Viabilidad del servicio de transporte entre San Fernando Valley y LAX.

Metro emite solicitudes de propuestas y selecciona contratistas ambientales y de alcance y hasta dos equipos del Acuerdo Previo al Desarrollo (PDA).

#### 2021-2025

Los equipos PDA diseñan alternativas para el Proyecto optimizadas para entrega de asociaciones público-privadas (P3).

Metro realiza los estudios ambientales estatales y federales.

Las alternativas del proyecto se refinan con base en la retroalimentación con el proceso ambiental.

Metro identifica una alternativa preferida localmente (LPA).

Ingeniería para los avances de la LPA.

#### 2025

Metro emite una solicitud de propuesta P3 para la entrega de la LPA.



# **Fase del Proyecto**

ESTAMOS AQUI













# Participación Pública en la Revisión Ambiental

- > La revisión ambiental comienza con la determinación del alcance el 30 de noviembre de 2021 hasta el 11 de febrero de 2022
  - Descripciones de las alternativas
  - Mapas y cronograma
  - Objetivos del proyecto
- > Durante la fase de alcance, Metro buscará comentarios del público sobre:
  - Las alternativas que se están considerando
  - Cómo se pueden mejorar o modificar las alternativas
  - Otras alternativas que deben evaluarse
  - Problemas y dudas con los planes del proyecto
  - Preguntas que deben responderse como parte del estudio







### **Preguntas y Respuestas**

- > Favor de enviar sus preguntas a través de la función de Preguntas y Respuestas (Q&A) de Zoom
- > Responderemos tantas preguntas como podamos, centrándonos en las preguntas que sean de mayor interés.
- > Su pregunta aparecerá públicamente cuando se le esté respondiendo en vivo o por escrito en el cuadro de preguntas y respuestas (Q&A).
- > Si tiene algún problema con la función Preguntas y Respuestas (Q&A) de Zoom, envíe su pregunta por mensaje de texto al 213.600.9039 y nuestro equipo la recibirá



# Manténgase en Contacto



213.922.7375



sepulvedatransit@metro.net



metro.net/sepulvedacorridor



@metrolosangeles



losangelesmetro





# **Appendix V-3. Community Update Webinar (June 2022)**

#### Sepulveda Community Update Meeting Summary Zoom Webinar June 16, 2022, 6:00-8:00PM

	Meeting Statistics
Attendance	239 attendees
	• 229 Online
	• 10 Call-in
Q&A	100 Questions/Comments; ~45 answered/responded to
Elected Staff	Aurelia Friedman, Office of Congressman Ted Lieu
	John Alford, Office of Congressman Brad Sherman
	West Hollywood City Councilmember Lindsey Horvath
	<ul> <li>Doug Mensman, Office of Mayor Eric Garcetti</li> </ul>
	<ul> <li>Mehmet Berker, Office of Councilmember Nithya Raman (District 4)</li> </ul>
	Jay Greenstein, Office of Councilmember Paul Koretz (District 5)
Agency/City Staff	City of Los Angeles – Bureau of Engineering
G	<ul> <li>City of Los Angeles – Department of City Planning</li> </ul>
	<ul> <li>County of Los Angeles – Department of Public Works</li> </ul>
Key Stakeholders	Neighborhood Councils
	Bel Air Beverly Crest Neighborhood Council
	Encino Neighborhood Council
	North Hollywood Neighborhood Council
	North Westwood Neighborhood Council
	Sherman Oaks Neighborhood Council
	Studio City Neighborhood Council
	Sun Valley Area Neighborhood Council
	Westside Neighborhood Council
	Westwood Community Council
	Homeowners Associations
	Bel Air Association
	Bel Air Hills Association
	Brentwood Glen Association
	<ul> <li>Roxbury-Beverwil Homeowners Alliance</li> </ul>
	<ul> <li>Sherman Oaks Homeowners Association</li> </ul>
	<ul> <li>Studio City Residents Association</li> </ul>
	<ul> <li>Westwood Hills Property Owners Association</li> </ul>
	Westwood South of Santa Monica Blvd Homeowners Association
	Other Key Stakeholders
	<ul> <li>California State University, Northridge</li> </ul>
	SMART Local Union 105
	Transit Coalition
	• UCLA
	<ul> <li>Valley Industry and Commerce Association (VICA)</li> </ul>

#### Poll Results

#### Where do you live (Single Choice)

, , ,	
San Fernando Valley	32%
Westside	29%
Central LA/Downtown	10%
South Los Angeles	2%
Gateway Cities/Southeast LA	2%
San Gabriel Valley	8%
South Bay	4%
Santa Clarita/Palmdale	2%
Outside of Los Angeles County	14%

#### Have you participated in the project previously (Attended a meeting/submitted a scoping comment)?

Attended – a prior meeting or	66%
submitted a scoping comment	
Did not participate	34%

#### **Q&A/Comment Brief Summary**

#### Topic/Themes/Issues:

- Alternatives/modes
- Bicycle infrastructure/amenities
- Costs/funding
- Decision-making process
- Environmental justice
- LAX connection
- Outreach/engagement
- Property/neighborhood impacts
- Scoping report
- Stations
- Timeline
- Tribal coordination
- Wildlife impacts



# Metro Announcement: Discounted Fares & LIFE Program

Fare collection and front-door boarding resumed on buses on January 10, 2022.

#### 50% discounts on passes for all riders through July 20, 2022

- > 1-Day, 7-Day and 30-Day passes
  - \$3.50 for a day pass
  - \$12.50 for a weekly pass
  - \$50 for a 30-day pass
- > Discount fares will be available for purchase on TAP vending machines, taptogo.net and at Metro Customer Centers

#### Low-Income Fare Is Easy (LIFE) Program discounts through July 20, 2022

- > New LIFE riders receive 90 days of free rides
- > 7-Day and 30-Day passes
  - \$26 for a 30-day pass (regularly \$76)
  - \$6.50 for a 7-day pass (regularly \$19.50).
- > To sign up for the LIFE Program, visit <u>metro.net/life</u>







### **Interpretation Available**



#### Via Zoom

- > Click on the "Interpretation" icon
- > Pick the language you would like to listen to (Spanish)
- > Spanish translated presentation has been posted in the chat

#### Interpretación en español Via Zoom

- > Haga "click" en el icono "interpretación" mañana
- > Escoja la opción para escuchar en español
- > El enlace a la presentación en español está disponible en el "chat"



# Housekeeping

#### Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



Questions following the presentation.

Please use the Q&A feature.



For technical support, call or text 213.600.9039.



# Thanks for joining us!

#### Agenda

- > Welcome/Introductions
- > Scoping Report Update
- > Project Process/Next Steps
- > Q&A
- > Thank You/Wrap-up

\*We will accommodate as many questions as possible based on the allotted amount of time.



# **Today's Speakers**



**Matthew Marquez** *Community Relations* 



Jody Litvak
Community Relations



Jackie Su
Countywide Planning
& Development



Peter Carter
Countywide Planning
& Development



#### **Zoom Poll**

#### Where do you live?

- 1. San Fernando Valley
- 2. Westside
- 3. Central LA/Downtown
- 4. South Los Angeles
- 5. Gateway Cities/Southeast LA
- 6. San Gabriel Valley
- 7. South Bay
- 8. Santa Clarita/Palmdale
- 9. Outside of Los Angeles County

Have you participated in the project previously (attended a meeting/submitted a scoping comment)?

- Attended a prior meeting or submitted a scoping comment
- 2. Did not participate



Metro has a plan to make it easier to get around LA. It includes creating better transit. This project works to provide a competitive transit option for travel between the Valley and the Westside.

### Our plan weaves efforts across four areas.

Better **Transit** 

Less Congestion

Complete Streets

Access to **Opportunity** 

We're intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.







# Sepulveda Transit Corridor Project

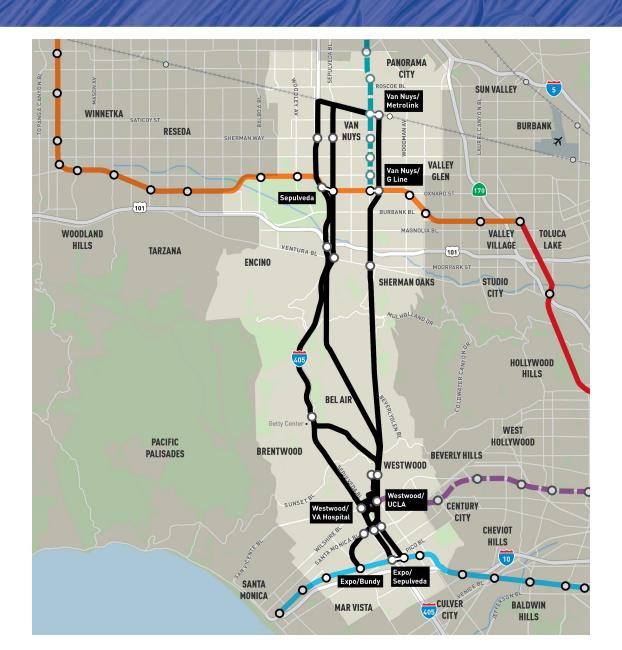
The proposed project would construct and operate a fixed-guideway public transportation line across the Santa Monica Mountains in the vicinity of the Sepulveda Pass, which includes the I-405 freeway, Sepulveda Blvd and canyon roads.

All alternatives would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo).





## **Project Alternatives Overview**





## **Public Participation in Environmental Review**

- > Environmental review began with a public scoping period from November 30, 2021 to February 11, 2022. The scoping period included the presentation of:
  - Descriptions of the alternatives
  - Maps
  - Project objectives
- > During scoping, Metro sought feedback from the public about:
  - Alternatives being considered
  - How the alternatives might be enhanced or modified
  - Other alternatives that should be evaluated
  - Issues and concerns with the project plans
  - Questions that should be answered as part of the study







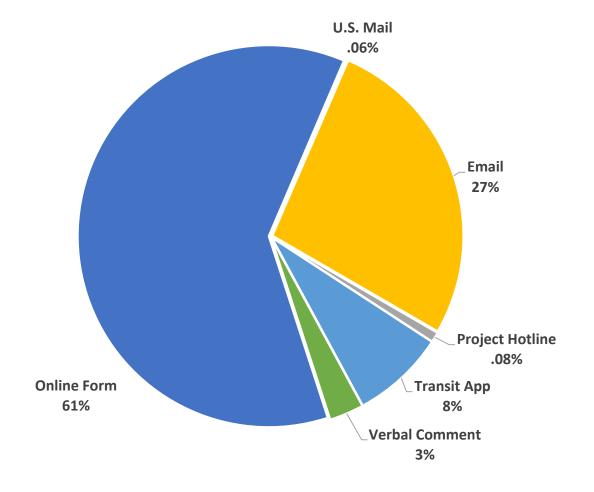


## **Scoping Comments – Overview**

#### > More than 3,100 submissions received

- 3,049 individuals, 42 community organizations,
   6 businesses and 5 elected officials
- 22 public agencies
- Over 60% of submissions were received through the project's online comment form; the rest via email, *Transit app*, verbal comment, hotline and U.S. Mail

#### **Submissions by Method**

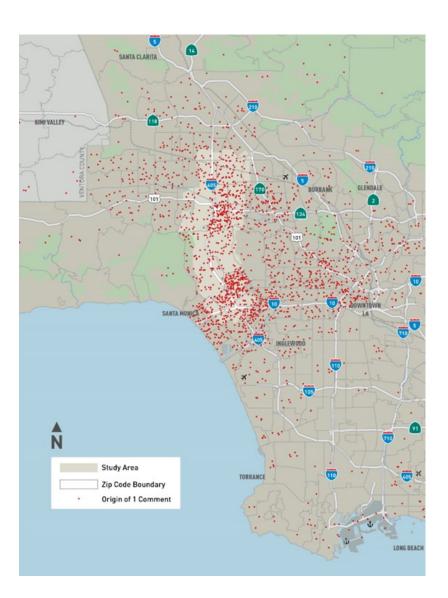




## **Scoping Comments – Geographic Distribution**

- > Comments were submitted from across LA County and beyond, with a high concentration from the San Fernando Valley and Westside
- > Zip codes with the highest number of submissions:
  - 90024: Westwood
  - 91403: Sherman Oaks
  - 90034: Palms, Castle Heights, La Cienega Heights
  - 90049: Brentwood, Brentwood Glen, Brentwood Heights, Crestwood Hills, Mandeville Canyon, Westwood Hills, Bel Air
  - 90025: West LA, Sawtelle





## Wide Range of Questions

# Questions we can answer now

- ✓ Scoping Report
- ✓ Environmental/PDA Process
- ✓ Next Steps
- ✓ Opportunities for Engagement

### Questions to be answered as the study proceeds

- > Station locations, including entrances and connections to other lines
- > Environmental impacts and mitigations
- > Performance of alternatives, including:
  - Ridership/boardings
  - Travel times (end to end and to key destinations)
- Competitiveness for federal funds
- Costs



## **Scoping Comments – Key Topics**

- > The connection to UCLA was the most mentioned topic (35% of all submissions)
- Of the commenters who expressed support for a specific alternative, 93% supported a heavy rail alternative
  - Comments supporting heavy rail alternatives noted better transfer options, faster travel times, and Metro's extensive experience in building and maintaining similar transportation systems
- Many commenters stated a preference for fully underground alternatives
- > Those who opposed heavy rail alternatives expressed concern about tunneling impacts

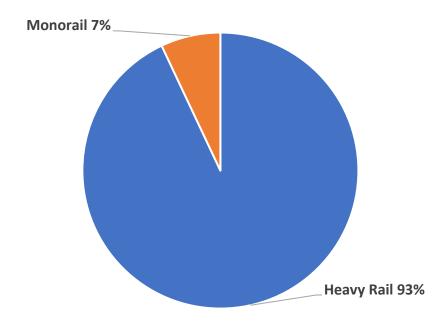




## **Project Alignment & Design**

- > Many commenters also discussed specific station locations (benefits/challenges)
  - Additional station between Metro G Line (Orange) and Ventura Bl
  - Station at Ventura Bl
  - Getty Center
  - Southern terminus at Sepulveda or Bundy station on E Line (Expo)

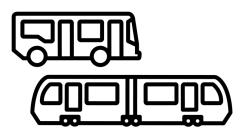
#### **Support for Specific Mode**

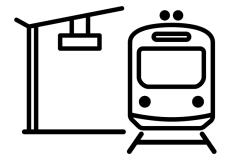




## **Project Objectives**

- > Comments related to the project objectives included:
  - Importance of integrating the project with the existing Metro Rail system
    - Metro D (Purple) and E (Expo) Lines, East San Fernando
       Valley Light Rail Transit Line
  - Providing connectivity
    - Stations serving key destinations, in high residential/job centers
  - Offering a cost-effective solution
    - Cost-benefit analysis of alternatives; prioritizing best transit service for the cost









## **Environmental Topics**

- > Stakeholders expressed concern about/interest in:
  - Combined effects of multiple projects in the corridor
  - Project-related noise, vibration, air quality, pedestrian safety and community aesthetic impacts associated with the construction and operation
  - Traffic and transportation, including traffic congestion during construction of above-ground alternatives
  - Real estate, eminent domain and the impacts on property use/values
  - Community aesthetics and cohesion, supporting infrastructure needed, visual impacts, seismic and wildfire risks and potential impacts to wildlife















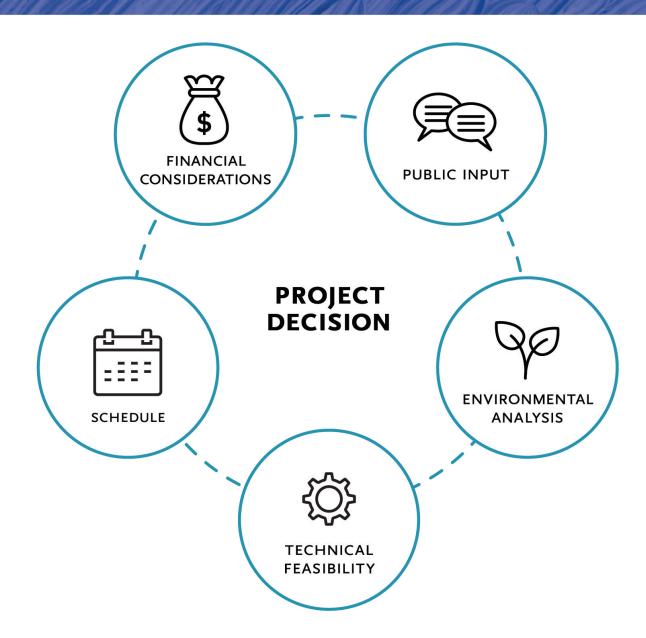








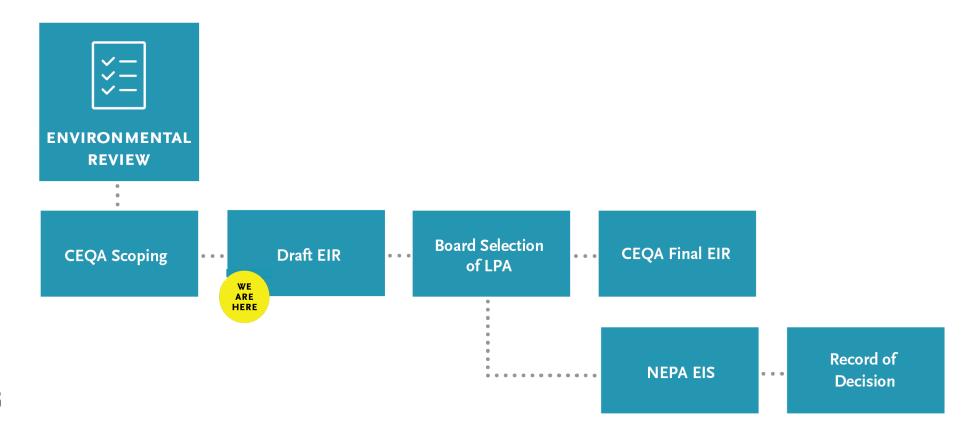
## **Project Decision Inputs**





#### **Environmental Review Process**

Metro is considering scoping comments, while alternatives are being analyzed, as part of the preparation of the Draft Environmental Impact Report (DEIR) under the California Environmental Quality Act (CEQA), followed by an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA)





## **Draft Environmental Impact Report (DEIR)**

- > Summary evaluation and comparison of the alternatives, including:
  - Costs: construction, right-ofway acquisition and operating
  - Benefits: overall ridership, travel time, increased mobility for Equity Focus Communities
  - Impacts and Mitigations:
     effects on the environment,
     including property impacts

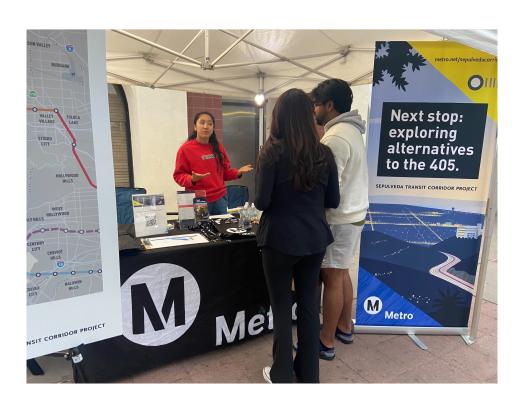
- > Conceptual engineering plans for each alternative, including:
  - Track alignment
  - Typical cross-sections
  - Station locations, entrances and layouts
  - Right-of-way
- > **Technical reports** analyzing each alternative





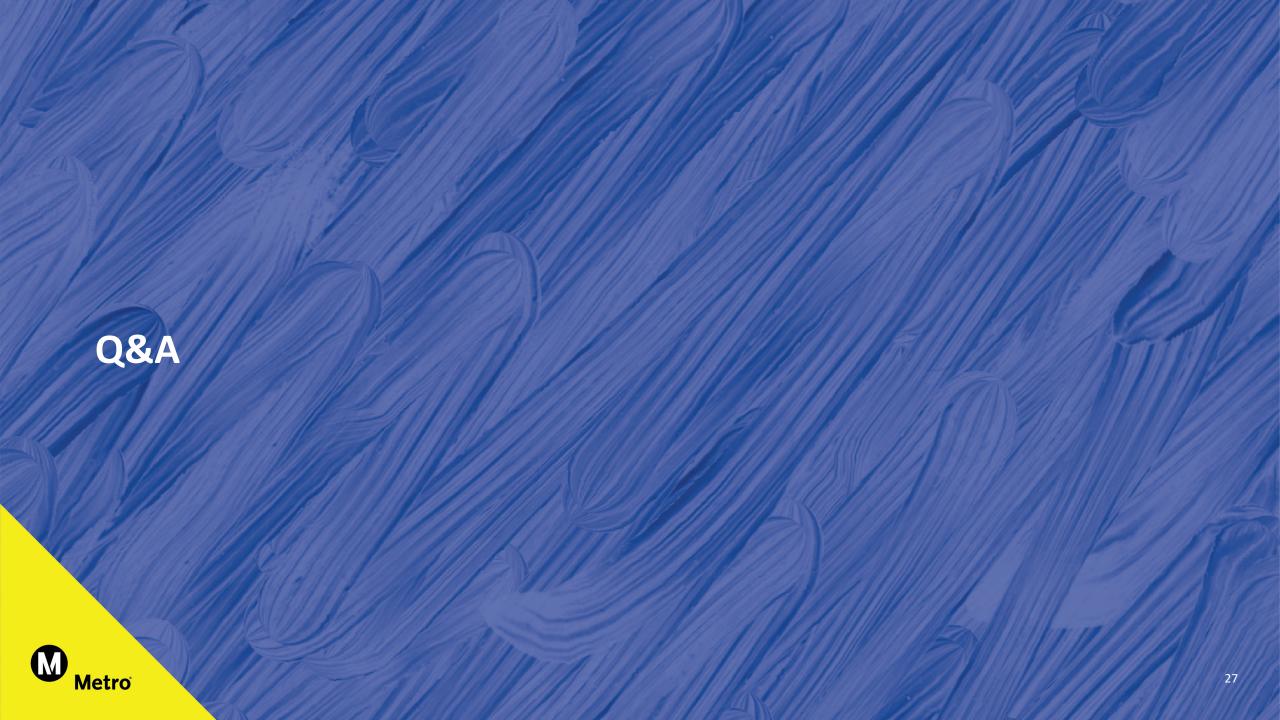
## **Next Steps**

- > Continued Technical/Environmental Analysis
- > Fall Community Update: Alignments & Station Locations







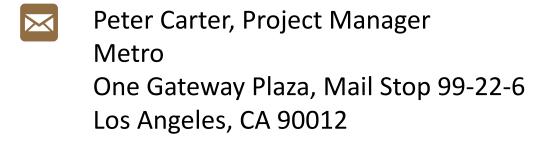


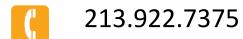
## Q&A

- > Please submit questions using the Zoom Q&A function
- > We will answer as many questions as we can, focusing on questions that are of broadest interest
- > Your question will appear publicly as it's being answered live or responded to in writing in the Q&A box
- > If you have difficulties with the Zoom Q&A function, please call or text 213.600.9039 and our team will assist

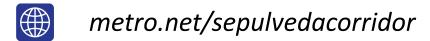


## **Thank You**









- @metrolosangeles
- **f** losangelesmetro





#### Anuncio de Metro: Tarifas de pasajes con descuento y el programa LIFE

El 10 de enero de 2022 se reanudó el cobro de pasajes y el acceso por la puerta delantera de los autobuses

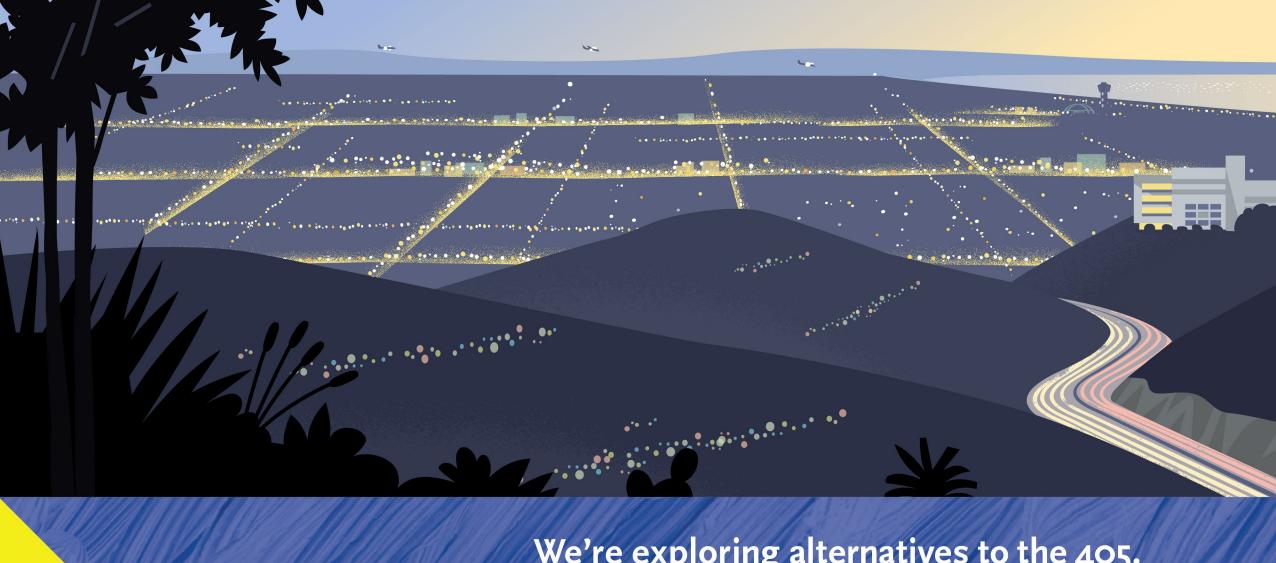
50% de descuento en los pases para todos los pasajeros hasta el 20 de julio de 2022.

- > Pases de 1 día, 7 días y 30 días
  - \$3.50 por un pase de un día
  - \$12.50 por un pase semanal
  - \$50.00 por un pase de 30 días
- > Los pasajes con descuento estarán disponibles para su compra en las máquinas expendedoras TAP, taptogo.net y en los Centros de Atención al Cliente de Metro

#### Descuentos del programa LIFE (Tarifas para Personas de Bajos Ingresos Fácil) hasta el 20 de julio de 2022

- > Los nuevos pasajeros de LIFE recibirán 90 días de viajes gratis
- > Pases de 7 días y 30 días
  - \$26 por un pase de 30 días (precio normal \$76)
  - \$6.50 por un pase de 7 días (precio normal \$19.50)
- > Para registrarse al Programa LIFE, visite metro.net/life





We're exploring alternatives to the 405.

Estamos explorando alternativas a la 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



## **Contamos con Interpretación**



#### Interpretación en español Vía Zoom

- > Haga clic en el icono de "Interpretation"
- > Escoja el idioma que le gustaría escuchar (Spanish)
- > El enlace a la presentación en español está disponible en el chat.



## Puntos Importantes de la Reunión

#### La reunión del día de hoy está siendo grabada.



Las cámaras de los asistentes están apagadas y los micrófonos están en modo de silencio.



Las preguntas se harán después de la presentación.

Favor de utilizar la función de preguntas y respuestas "Q&A".



Para soporte técnico, llame o envíe un mensaje de texto al 213.600.9039.



## ¡Gracias por unirse a la reunión!

#### Agenda

- > Bienvenida/Presentaciones
- > Actualización del Informe de Alcance
- > Proceso del Proyecto/Próximos Pasos
- > Preguntas y Respuestas
- > Agradecimiento/Cierre de la Reunión



<sup>\*</sup> Recibiremos tantas preguntas como sea posible en función del tiempo previsto.

## Los Presentadores el Día de Hoy



**Matthew Marquez** *Relaciones Comunitarias* 



Jody Litvak
Relaciones Comunitarias



Jackie Su Planeación y Desarrollo de Todo el Condado



Peter Carter
Planeación y Desarrollo
de Todo el Condado



## Pregunta de Sondeo Zoom

#### ¿En dónde vive?

- 1. San Fernando Valley
- 2. Westside
- 3. Central LA/Downtown
- 4. South Los Angeles
- 5. Gateway Cities/Southeast LA
- 6. San Gabriel Valley
- 7. South Bay
- 8. Santa Clarita/Palmdale
- 9. Fuera del Condado de Los Angeles

¿Ha participado anteriormente en el proyecto (ha asistido a una reunión/enviado un comentario de alcance)?

- 1. He asistido a una reunión anterior o enviado un comentario de alcance
- 2. No he participado



Metro tiene un plan para facilitar el desplazamiento en L.A. Esto incluye crear un mejor transporte. Este proyecto busca brindar una opción de transporte competitiva para viajar entre el Valley hasta el Westside.

## Nuestro plan entrelaza esfuerzos en cuatro áreas

Mejor **Transporte** 

Menos Congestión

Calles Completas

Acceso a la **Oportunidad** 

Estamos intencionalmente enfocados en eliminar las disparidades raciales y socioeconómicas y promover prácticas sostenibles en todo lo que hacemos.





III Equidad 🖒 Sustentabilidad



## Proyecto del Corredor de Transporte Sepulveda

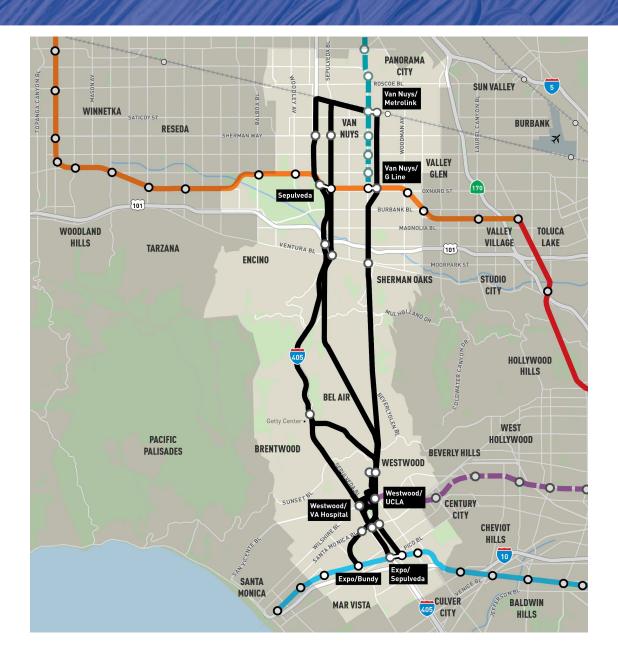
El Proyecto propuesto propone construir y operar una nueva línea ferroviaria de transporte público a través de las Montañas de Santa Mónica en las cercanías del Sepulveda Pass, que incluye la autopista I-405, Sepulveda Blvd y las carreteras del cañón.

Todas las alternativas tendrían una estación terminal norte cerca de la estación de Van Nuys Metrolink/Amtrak y una estación terminal sur cerca de la Línea E (Expo) de Metro.





## Descripción General de las Alternativas del Proyecto





## Participación Pública en la Revisión Ambiental

- > La revisión ambiental comenzó con un período de alcance público del 30 de noviembre de 2021 al 11 de febrero de 2022. El período de alcance incluyó la presentación de:
  - Descripciones de las alternativas
  - Mapas
  - Objetivos del proyecto
- > Durante el periodo de alcance, Metro buscó obtener comentarios del público sobre:
  - Las alternativas que se están considerando
  - Cómo se pueden mejorar o modificar las alternativas
  - Otras alternativas que deben evaluarse
  - Asuntos y preocupaciones con los planes del proyecto
  - Preguntas que deben responderse como parte del estudio







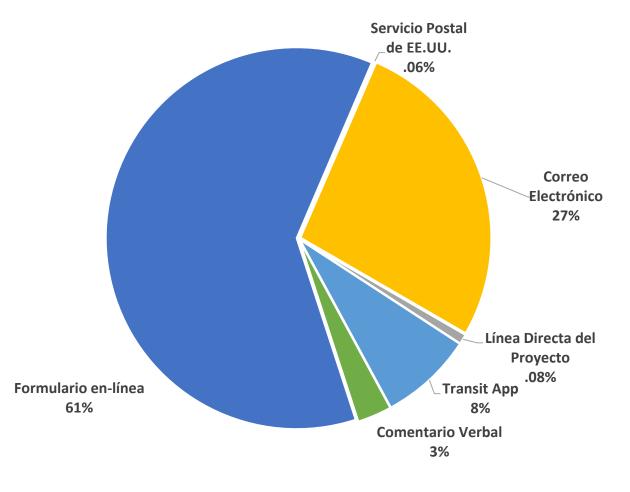


## Comentarios de Alcance - Descripción General

#### > Más de 3,100 propuestas recibidas

- 3,049 personas, 42 organizaciones comunitarias,
   6 empresas y 5 funcionarios electos
- 22 agencias públicas
- Más del 60 % de los comentarios se recibieron a través del formulario de comentarios en línea del Proyecto; los demás comentarios se recibieron por correo electrónico, la aplicación Transit App, comentarios verbales, la línea directa del proyecto y el servicio postal de EE. UU.

#### **Comentarios por Método Utilizado**

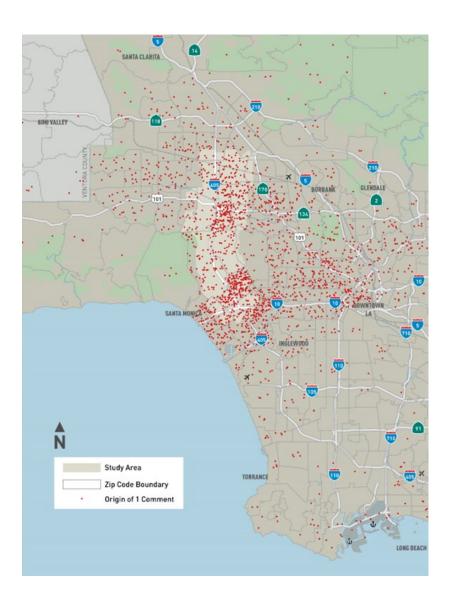




## Comentarios de Alcance - Distribución Geográfica

- > Los comentario fueron enviados de todo el Condado de Los Angeles y más allá, con una alta concentración del San Fernando Valley y el Westside.
- > Los códigos postales con el mayor número de comentarios enviados:
  - 90024: Westwood
  - 91403: Sherman Oaks
  - 90034: Palms, Castle Heights, La Cienega Heights
  - 90049: Brentwood, Brentwood Glen, Brentwood Heights, Crestwood Hills, Mandeville Canyon, Westwood Hills, Bel Air
  - 90025: West LA, Sawtelle





## Gran Variedad de Preguntas

# Preguntas que podemos responder ahora

- ✓Informe de Alcance
- ✓ Proceso
  Ambiental/PDA
- ✓ Próximos Pasos
- ✓ Oportunidades para Participar

## Preguntas que serán respondidas a medida que avanza el estudio

- > Ubicaciones de las estaciones, incluyendo las entradas y conexiones a otras líneas
- > Impactos y Mitigaciones ambientales
- > Desempeño de alternativas, incluyendo:
  - Cantidad de Pasajeros/abordajes
  - Tiempos de viaje (extremo a extremo y a destinos clave)

- Competitividad por fondos federales
- Costos



#### **Comentarios de Alcance - Temas Clave**

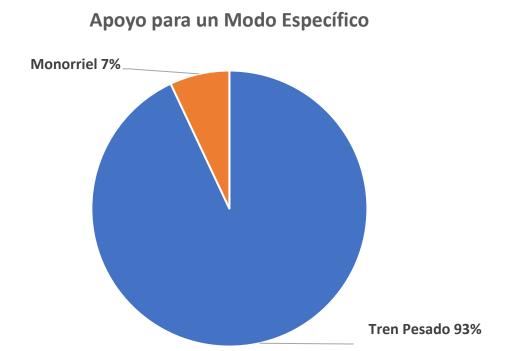
- > La conexión con UCLA fue el tema más mencionado (35% de todos los comentarios)
- > De las personas que brindaron comentarios y que expresaron su apoyo a una alternativa específica, el 93% apoyó una alternativa de tren pesado
  - Las personas que enviaron comentarios que apoyan las alternativas de tren pesado señalaron mejores opciones de transferencia, tiempos de viaje más rápidos y la amplia experiencia de Metro en la construcción y mantenimiento de sistemas de transporte similares
- > Muchas personas que brindaron comentarios expresaron su preferencia por alternativas totalmente subterráneas
- > Aquellos que se opusieron a las alternativas de tren pesado expresaron su preocupación por los impactos de los túneles





## Alineación y Diseño del Proyecto

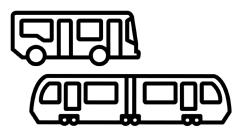
- Muchas personas que hicieron comentarios también comentaron sobre ubicaciones de estaciones específicas (beneficios/desventajas)
  - Estación adicional entre la Línea G (Orange) de Metro y Ventura Bl
  - Estación en Ventura Bl
  - Getty Center
  - Terminal sur en estación Sepulveda o Bundy en la Línea E (Expo)

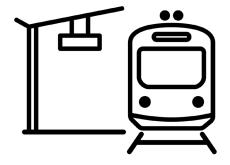




## **Objetivos del Proyecto**

- > Los comentarios relacionados con los objetivos del proyecto incluyeron:
  - La importancia de integrar el proyecto con el sistema de Metro Rail actual
    - Líneas D (Purple) y E (Expo) de Metro, Línea de
       Transporte del Tren Ligero de East San Fernando Valley
  - Proporcionar conectividad
    - Estaciones que dan servicio a destinos clave, en altos centros residenciales/de trabajo
  - Ofrecer una solución rentable
    - Análisis de costo-beneficio de alternativas; priorizando el mejor servicio de transporte por el costo









## **Temas Ambientales**

- > Las partes interesadas expresaron su preocupación/interés en:
  - Los efectos combinados de múltiples proyectos en el corredor
  - Ruido, vibraciones, calidad del aire, seguridad de los peatones e impactos estéticos en la comunidad relacionados con el proyecto debido a la construcción y operación
  - Tráfico y transporte, incluyendo la congestión del tráfico durante la construcción de las alternativas en la superficie
  - Bienes raíces, dominio eminente y los impactos en el uso/valor de las propiedades
  - Estética y cohesión comunitaria, infraestructura de apoyo necesaria, impactos visuales, riesgos sísmicos y de incendios forestales y posibles impactos para la vida silvestre























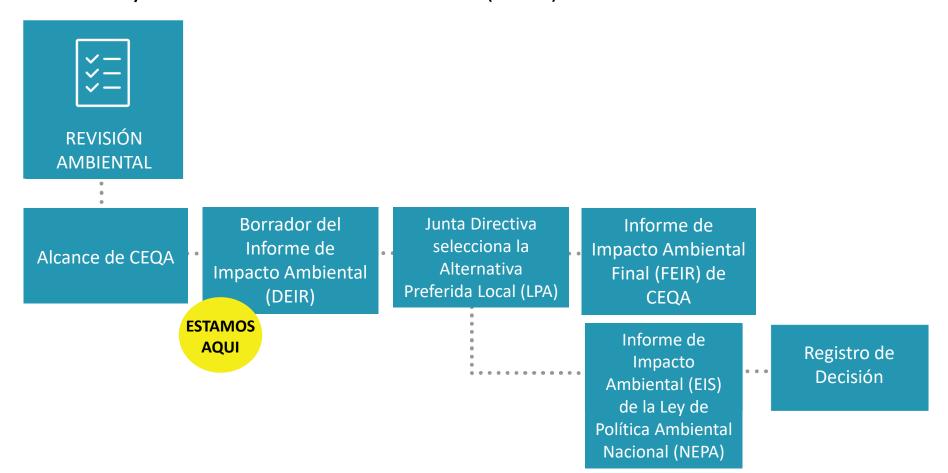
## Información para la Toma de Decisiones del Proyecto





## Proceso de Revisión Ambiental

Metro está considerando los comentarios de alcance del público mientras se analizan las alternativas como parte de el borrador del Informe de Impacto Ambiental (DEIR) en virtud de la Ley de Calidad Ambiental de California (CEQA), seguido de una Declaración de Impacto Ambiental (EIS) en virtud de la Ley de Política Ambiental Nacional (NEPA)





## Borrador del Informe de Impacto Ambiental (DEIR)

- > Resumen de la evaluación y comparación de las alternativas, incluyendo:
  - Costos: construcción, adquisición de derecho de paso y operativos
  - Beneficios: cantidad total de pasajeros, tiempo de viaje, mayor movilidad para las Comunidades de Enfoque de Equidad
  - Impactos y Mitigaciones: efectos sobre el medio ambiente, incluyendo los impactos en las propiedades

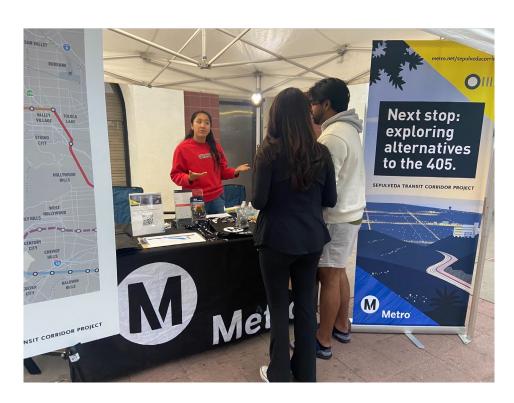
- > Planes de ingeniería conceptual para cada alternativa, incluyendo:
  - Alineación de vías
  - Secciones de cruce típicas
  - Ubicaciones de las estaciones, entradas y diseños
  - Derecho de paso
- > Informes técnicos que analizan cada alternativa





## **Próximos Pasos**

- > Análisis Técnico/Ambiental Continuo
- > Actualización Comunitaria del Otoño: Alineaciones y Ubicaciones de las Estaciones







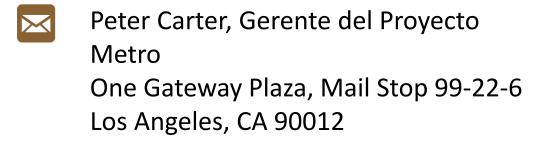


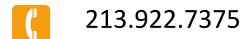
## **Preguntas y Respuestas**

- > Favor de enviar sus preguntas utilizando la función de preguntas y respuestas de Zoom, es decir, "Q&A"
- > Responderemos tantas preguntas como podamos, enfocándonos en las preguntas que son de mayor interés para todos.
- > Su pregunta aparecerá públicamente cuando se esté respondiendo en vivo o cuando se responda por escrito en el cuadro de preguntas y respuestas.
- > Si tiene problemas con la función de preguntas y respuestas de Zoom, llame o envíe un mensaje de texto al 213.600.9039 y nuestro equipo con gusto lo ayudará.



## ¡Muchas Gracias!

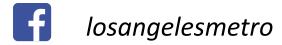
















## **Appendix V-4. Community Open House Meetings (January 2023)**



# January 2023 Station Location Open Houses Summary Report

June 2023



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	,



#### JUNE 2023

#### 1.0 INTRODUCTION

#### 1.1 Overview

Metro is continuing environmental analysis for the Sepulveda Transit Corridor Project (Project) which would provide a high-quality transit service between the Valley and the Westside. Community open houses held in January 2023 served as an opportunity for Metro to provide information to stakeholders on potential station locations and how to access the future transit system.

#### 1.2 **Open Houses**

From January 21 to January 26, 2023, a series of three (3) community open houses took place in Van Nuys, Westwood, and virtually via Zoom. The open houses provided project updates and information to stakeholders and collateral materials were handed out. Spanish interpreters and materials in English and Spanish were available at every open house.

Table 1-1 Open House Locations

Open House	Date/Time	Location/Address
Open House #1 Van Nuys	Saturday, January 21, 2023 9am-12pm	Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Open House #2 Westwood	Tuesday, January 24, 2023 5pm-8pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024
Open House #3 Online	Thursday, January 26, 2023 6pm-8pm	Zoom Webinar

The public was encouraged to ask questions and provide feedback at the open houses to Metro staff, Metro consultants and the Pre-Development Agreement (PDA) teams, as well as after the series concluded. The public could submit additional feedback through forms at the open houses, email, and an online feedback form that was available through March 10, 2023 (Appendix B).

#### 2.0 COMMUNICATION RESOURCES

#### 2.1 Website

The project website (metro.net/sepulvedacorridor) was updated to announce the community open houses and share information on how to provide input. Supporting documents and open house materials were uploaded after the first open house, including links to the presentations, online feedback form, Station StoryMap, and informational hand-outs.



#### 2.2 Virtual Interactive Tool (StoryMap)

The project team developed an online interactive StoryMap that served as the main informational resource for the open house series to visually showcase each station and entrance location under consideration. The platform allowed visitors to view each station, either by alignment or by station location on an interactive map. The map provided clickable interactive features that showed the station along with nearby bus routes, walkable transfer paths, and current photos of the surrounding area. Satellite imagery was also available so viewers could get a better sense of the surrounding area. The online station feedback form was integrated into the StoryMap for visitors to provide input without needing to transfer to a new webpage.

Van Niyys Metrollink Station: Alternatives 1-6

Alternative Advantage Advantage Advantage Advantage Advantage Scientific Scientific

FIGURE 1. INTERACTIVE STATION STORYMAP

This tool was displayed during all three open houses and was promoted in communications materials, including project eblasts, the project website and Metro's *The Source* blog. The Station StoryMap yielded over 11,500 views as of June 5, 2023.

#### 2.3 In-Person Open House Materials & Resources

A variety of informational materials and resources were available to the public at the open houses. Descriptions of the materials are found below and in Appendix H.

#### 2.3.1 Station Location Open House Guide

An 8.5"x17" open house guide was developed and provided to attendees upon arrival. The guide contained a summary of the content being shared at each information center and included a floorplan to help visitors navigate the room easily. The guide also encouraged the public to provide their input through the online feedback form. A shortened URL (bit.ly/STC-Feedback-Form-2023) and a QR code linking directly to the form were printed on the guide. The guide was folded in half in a booklet style for project staff to include additional open house resources between the pages.



#### 2.3.2 Project Fact Sheet

The tri-fold general project fact sheet was updated to include revised maps of all six alternatives being studied. The fact sheet was available in English and Spanish and provided at registration.

#### 2.3.3 Station Site Selection Considerations Handout

A doubled-sided bilingual (English and Spanish) handout was developed to provide context on how Metro evaluates potential station sites. The handout noted a range of evaluation criteria used to inform the selection process, including station access, neighborhood context, technical considerations, and stakeholder input.

#### 2.3.4 Feedback Form

A feedback form was developed for this open house series to guide participants in providing input on the potential station locations. The form was developed online using Survey123 and also provided in paper form for the in-person open houses. Participants were asked to select which station and alternative they would like to provide feedback on and were prompted to consider station locations, connections to transit and entrance placement in their feedback.

#### 2.3.5 Nearby Project Fact Sheets

Fact sheets from other nearby projects were available to the public at the in-person open houses. Projects included:

- I-405 Sepulveda Pass ExpressLanes Project
- G Line (Orange) Improvements Project
- D Line (Purple) Extension Transit Project

#### 2.3.6 Environmental Review Video

The Metro Environmental Review video was played during the in-person open houses and shared through eblasts to provide information on the environmental planning process in a clear and easy to understand way. The video played in a loop at Center 1 for both in-person open houses and also played in the overflow room in Westwood. The video explains the key milestones in the environmental review process for both CEQA and NEPA. Links to the video were shared following the open house series.

#### 3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY OPEN HOUSES

Prior to the community open houses, the project team conducted briefings with Metro board staff and elected staff.

Table 3-1 provides a summary of the key stakeholder meetings and other outreach activities conducted in January 2023.



#### Table 3-1 Summary of Briefings

	Date	Stakeholder	Type of Outreach
1.	1/17/23	Metro Board Staff Briefing	Briefing
2.	1/19/23	Elected Official Briefing	Briefing

More than 25 staff from the following offices and cities attended the elected official and city staff briefing:

- Culver City Mayor Albert Vera
- Office of Congressman Brad Sherman
- Office of Congressman Ted Lieu
- Office of State Senator Ben Allen
- Office of Los Angeles Mayor Karen Bass
- Office of Los Angeles City
   Councilmember Bob Blumenfield
- Office of Los Angeles City Councilmember Katy Yaroslavsky
- Office of Los Angeles City
   Councilmember Nithya Raman

- Office of Los Angeles City Councilmember Traci Park
- Los Angeles City Council District 6
- City of Beverly Hills
- City of Culver City
- City of Santa Clarita
- San Fernando Valley Council of Governments
- Westside Cities Council of Governments

The project team provided a preview of the information to be shared at the community open houses, including the presentations at Centers 1 and 2, as well as the Station StoryMap and the feedback form.

Questions and comments from the attendees focused on the following key themes:

- Range of alternatives (potential for changes to them over time)
- Station design (including amenities/restrooms)
- First/last-mile connectivity
- Status of the environmental process and next steps, including timing on the selection of the LPA
- Details about specific stations, including Wilshire Blvd and connections to UCLA

#### 3.1 **Pop-Up Events**

Before the community open houses, the project team participated in several community events to maintain engagement with the communities along the corridor. The purpose was to keep the public informed about project updates and to collect their contact information before notification for the open house series began.

Table 3-2 provides a summary of the pop-up events and outreach activities attended in Fall 2022.

#### Table 3-2 Summary of Pop Ups



#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	UCLA Environmental Fair	10/06/22	UCLA Campus	~200
2.	UCLA First Thursday	10/06/22	Westwood Village	~300
3.	Sherman Oaks Street Fair	10/16/22	14827 Ventura Blvd, Sherman Oaks, CA 91403	~320
4.	Pacoima Dia de Los Muertos	10/28/22	Pacoima City Hall	~150
5.	Plaza Del Valle Pop-up	12/15/22	Plaza Del Valle 8610 Van Nuys Blvd, Panorama City, CA 91402	~150
6.	Panorama Mall Pop-up	12/16/22	Panorama Mall 8401 Van Nuys Blvd, Panorama City, CA 91402	~80

#### 4.0 NOTIFICATION FOR COMMUNITY OPEN HOUSES

To promote maximum public awareness, a variety of noticing methods were implemented in advance of the community open houses. These included social media advertisements (*Appendix A*), earned media coverage (*Appendix D*), and take-one distribution and electronic distribution (*Appendix E*). All forms of noticing provided open house details (dates, times, locations, and language services) as well as information on how to access additional project details.

#### 4.1 Distribution of Open House Information Cards

Approximately 300 bilingual cards inviting community members to the community open house were distributed by the Outreach Team at multiple locations, including transit stops and local churches, in the corridor the week before the first open house on January 21, 2023.

Shifts were spread out over different times of the day to disseminate information to a variety of transit users. A description of the locations visited is detailed below in Table 4-1.



Table 4-1 Transit Intercept Distribution

Date	Location	Number of info cards distributed
January 18, 2023	Van Nuys Blvd & Roscoe St.	28
January 18, 2023	Van Nuys Metrolink Station	13
January 18, 2023	G-Line at Sepulveda	27
January 19, 2023	Van Nuys Blvd &Roscoe St.	32
January 20, 2023	G-Line at Sepulveda	11
January 20, 2023	Van Nuys Blvd & San Fernando Rd	21

Packets of 20 open-house information cards were also delivered to six predominantly Black churches identified throughout the corridor. The packets invited community members to participate and were distributed the week of January 16, 2023. The churches that received information packets are listed in Table 4-2 below.

Table 4-2 Church Distribution

Church	Address	Number of info cards distributed
Greater Community Missionary Baptist Church	1106 Norris Avenue, Pacoima, CA 91331	20
Valley Crossroads SDA Church	11350 Glenoaks Blvd., Pacoima, CA 91331	20
Calvary Baptist Church	12928 Vaughn St., San Fernando, CA 91340	20
Sylmar Christian Fellowship Church	13901 Polk St., Sylmar, CA 91342	20
Lakeview Terrace American Baptist Church	11901 Foothill Blvd., Sylmar, CA 91342	20
Rock of the Valley COGNIC	7722 Kester Avenue, Van Nuys, CA 91405	20



#### 4.2 E-blasts & Social Media

Information about the open house workshops was distributed via e-blast in English and Spanish to 16,780 contacts included in the project database. The initial save-the-date notice was sent on January 4, 2023, and reminders were sent on January 12, 19, 23 and 25. In addition, an e-blast was sent on January 31, 2023 following the open houses to more than 17,000 contacts to thank attendees for their participation. Additional e-blasts were sent to encourage the public to provide their station input by using the feedback form. All eblasts were translated into Spanish.

Table 4--3 Open House & Feedback Form E-Blasts

Date Sent	Subject	Number of Recipients	Opens	% Opens	Unique Clicks
01/04/23	Save the Date	16,456	6,393	47%	249
01/12/23	Open House Reminder #1	16,542	6,019	44%	146
01/19/23	Open House Reminder #2	16,520	5,988	44%	110
01/23/23	Open House Reminder #3	16,497	6,258	46%	320
01/25/23	Open House Reminder #4	16,594	5,814	42%	208
01/31/23	Thank You & Recap	16,824	6,179	44%	596
2/13/23	Feedback Form Reminder #1	17,025	6,497	46%	850
2/23/23	Open House Video Recordings	17,018	6,349	45%	212
3/1/23	Feedback Form Reminder #2	17,131	6,676	47%	558

Paid advertisements on Facebook/Instagram and through Programmatic Banner Displays also ran during the outreach period. Advertisements were targeted by zip code and timed ahead of each of the open houses in both English and Spanish. Social media displays were scheduled from January 17-26, 2023.

Table 4-4 Campaign Summary

Tactic	Impressions	Clicks	<b>Event Responses</b>
Paid Social	317,792	4,684	924
Programmatic Display	6,361,262	2,916	
TOTAL	6,679,054	7,600	924



Table 4-5 Facebook/Instagram Advertisements Metrics Detail

No.	Title	Impressions	Engagement
1.	Van Nuys Event (English)	11,198	Clicks: 210
1.	van ivays Event (English)	11,130	Event Response: 62
2.	Westwood Event (English)	31,078	Clicks: 561
۷.	Westwood Event (English)	31,076	Event Response: 132
3.	Virtual Event (English)	191,243	Clicks: 3,009
5.	3. Virtual Event (English)		Event Response: 482
4.	Van Nuys Event (Spanish)	2 620	Clicks: 60
4.	van Nuys Event (Spanish)	3,639	Event Response: 26
5.	Mostwood (Spanish)	2.425	Clicks: 42
5.	Westwood (Spanish)	3,435	Event Response: 16
6.	Virtual Event (Spanish)	77 100	Clicks: 802
b.	Virtual Event (Spanish)	77,199	Event Response: 206
	Total Impressions (approximate):	317,792	Clicks Total: 4,684
Total Impressions (approximate):		317,792	Event Response Total: 924

Event Response: The number of people who responded "Interested" or "Going" to a Facebook event attributed to the ad.

#### 4.3 Extended Outreach Toolkit

Prior to the community open houses, an extended outreach toolkit (*Appendix F*) was distributed to elected officials to encourage community participation. The toolkit included links to the interactive Story Map, the project website, the project fact sheet, and the project FAQs.

Social media posts were developed for Facebook, Twitter, and Instagram describing details of the community open houses and how to participate. Additionally, an email blast/newsletter template and website announcement were included to encourage circulation.

#### 4.4 Earned Media

Several articles were published prior, during, and after the open house series (*Appendix D*). The table below is a list of media and website posts about the project and the open houses.

Table 4--6 Media Coverage from January 2023

Date	Source	Article/Title
01/09/23	Sherman Oaks Neighborhood Council	"Metro Sepulveda Transit Corridor Project"
01/11/23	Railway Track & Structures (RT&S)	"LA Metro to Host Open Houses for Sepulveda Transit Corridor Project"
01/22/23	The Daily Bruin	"Editorial: UCLA rail station is imperative in design of Sepulveda Transit Corridor Project"



Date	Source	Article/Title
01/31/23	Railway Gazette	"Sepulveda Transit Corridor programme management
		contract awarded"

#### 5.0 OPEN HOUSES

#### 5.1 Overview of the Community Open Houses

Metro hosted three (3) community open houses on January 21, January 24, and January 26 to share station information for the project and ask for community feedback. Metro held two open houses in person, one in the Valley and one on the Westside, and a third was held virtually.

The open houses were designed to allow stakeholders to learn more about the proposed station locations for all six alternatives being studied for this project. Information included station location, access points (entrances), connections to transit and other information. Stakeholders could provide "public input/feedback" through physical and online input forms.

The table below provides the community open house schedule.

Table 5--1 Open House Locations

Meeting	Date/Time	Location/Address	
Open House #1, Van Nuys	Saturday, January 21, 2023 9am-12pm	Marvin Braude Center 6262 Van Nuys Blvd, Van Nuys, CA 91401	
Open House #2, Westwood	Tuesday, January 24, 2023 5pm-8pm	Westwood United Methodist Church 10497 Wilshire Blvd, Los Angeles, CA 90024	
Open House #3, Virtual	Thursday, January 26, 2023 6pm-8pm	Virtual via Zoom Webinar	

#### 5.2 Format for In-Person Open Houses

Metro held two in-person open houses, one at the Marvin Braude Center in Van Nuys and the other at Westwood United Methodist Church, both featuring the same information. The open house format meant there was no formal presentation. Instead, visitors were free to move around the room and explore the various information centers.

The open house format created an opportunity for the public to learn about each proposed station location and ask the design teams questions directly. There were five information centers, two with project overview information and three with interactive screens showcasing the station-focused StoryMap, and representatives from each design team were present to answer station-specific questions. Visitors were provided with a printed guide to navigate through the room and other supplemental project materials.



Once community members signed in, they were advised to move in a clockwise direction around the room to visit each of the numbered centers in order. The project team members were stationed at the centers based on their technical expertise. An outline of the information centers can be found in Table 5-2, while the content presented at the centers is detailed in Appendix G.

**Table 5--2** In-Person Open House Centers

Ctr.	Center Tonic	Dicplay	Description
No.	Center Topic	Display	Description
0	Welcome/	Display Boards	Guests signed in and received a packet
	Refreshments	Welcome	of information with a quick overview of
		Community Mtg. Guidelines	the open house format including the
		Handouts	instructional Open House Guide.
		Open House Guide     Dublis is part forms	
		Public input form	
		<ul><li>Project fact sheet</li><li>Station Considerations</li></ul>	
		Station Considerations     Handout	
1	Project Overview	Rotating Slides (screen)	Overview of the project area and
1	& Environmental	hotating slides (screen)	project purpose.
	Process	Display Boards	project purpose.
	110003	Project Area Map	Indicated where STC is in
		i rejecerii ea map	environmental review and showed
			environmental process video.
2	Project	Rotating Slides (screen)	Overview of Project alternatives
	Alternatives		
3	Station Planning	StoryMap (two screens)	Zoomed in view of each station area,
	(Valley)		with photos of surrounding location.
		Display Board	
		Valley Project Area Map	Stations covered:
		Resources	Van Nuys Metrolink/Amtrak
		Project fact sheet	Sherman Way
			G Line (Orange)
	CLUI' Blood	Standard (Language)	Ventura Bl
4	Station Planning	StoryMap (two screens)	Zoomed in view of each station area,
	(Westside)	Display Board	with photos of surrounding location
		Westside map	Stations covered:
		vvestside map	Getty Center
			UCLA
			Wilshire Bl
			Santa Monica Bl
			E Line (Expo)
5	Spanish Station	StoryMap (One screen)	Content from Centers #1-5 available in
			Spanish on one screen.
		Resources	
		<ul> <li>Project fact sheet (Spanish)</li> </ul>	



Ctr. No.	Center Topic	Display	Description
-	Public Input	<ul><li>Display Boards</li><li>Public Input</li><li>Resources</li><li>Station Feedback Forms</li></ul>	Participants could sit and provide input via paper forms, tablets, or via QR code on their phones.
-	Additional	Fact Sheets:	Fact sheets from other relevant
	Resources	<ul><li>Purple Line</li><li>Metro G Line (Orange)</li><li>405 ExpressLanes</li></ul>	projects on magazine rack.

#### 5.3 Format for Virtual Open House

The virtual open house was designed to replicate the experience of the in-person open houses offered in the Valley and the Westside. To accomplish this, three separate webinars were organized, allowing attendees to ask questions of the design teams and receive detailed information about specific station locations. The webinars were divided into a Main webinar, a Valley station-focused webinar, and a Westside station-focused webinar.

The Westside and the Valley webinars featured the station-specific StoryMap and a Q&A session with the design teams.

To allow visitors to attend all three webinars, attendees started with a project overview in the main room webinar followed by two 25-minute sessions held in the Valley webinar and two 25-minute sessions held concurrently in the Westside webinar. The public could attend either the Valley webinar or the Westside webinar for either session, or they could choose to spend both sessions in the same webinar for the full 50 minutes.

An overview of the webinars is provided in table 5-3 below.

Table 5-3 Virtual Open House Centers

Center Topic	Description
Main Zoom Webinar (A)	Review of agenda, webinar format, and overview of project and environmental process.
Valley Zoom Webinar (B)	Overview of Valley stations for each alternative, walkthrough of Valley stations on StoryMap, and Q&A session  Stations covered:  • Van Nuys Metrolink/Amtrak • Sherman Way • G Line (Orange) • Ventura Bl



Center Topic	Description
Westside Zoom Webinar (C)	Overview of Westside stations for each alternative, walkthrough of Westside stations on StoryMap, and Q&A session
	Stations covered:  • Getty Center  • UCLA
	<ul><li>Wilshire BI</li><li>Santa Monica BI</li></ul>
	E Line (Expo)

#### 5.4 Summary of Public Participation

The three open houses produced a total of more than **505** participants and nearly **320** feedback forms. Public input was documented via submitted input cards and an online feedback form. In addition, interpreters were available for Spanish speaking participants to facilitate public input submissions.

Table 5-4 Summary of Open House Participation

Meeting	Number of Participants	Number of Input Cards
January 21, 2023 (Van Nuys)	~90	40
January 24, 2023 (Westwood)	~150	80
January 26, 2023 (Virtual)	~265	199
TOTAL	505	319

Approximately 80% of those who signed in at the in-person open houses in Van Nuys and Westwood provided zip code information. At the Van Nuys meeting, attendees came from 32 different zip codes, with the highest number (17) coming from Sherman Oaks, followed by Van Nuys (11). All other zip codes had three or fewer attendees and included communities throughout the San Fernando Valley, Westside, Mid-City and Downtown Los Angeles.

#### Van Nuys Open House – Notable Attendees:

- LA County Sup. Lindsey Horvath
- CTC Commissioner Hilary Norton
- Office of Rep. Brad Sherman (John Alford)
- Office of Councilmember Nithya Raman (Mehmet Berker)
- Sherman Oaks Neighborhood Council
- Sherman Oaks Homeowners' Association
- Transit Coalition
- The Getty (Mary-Elizabeth Michaels)

At the Westwood meeting, there were attendees from 45 different zip codes. The largest group of attendees (45) came from near UCLA (zip codes 90024/90025), with the next largest group (9) from Brentwood/Westwood Hills (90049). Other zip codes with at least four attendees included Palms, Mar Vista and Culver City. All other zip codes had three or fewer attendees from communities across the Westside, Mid-City and Downtown Los Angeles.



#### **Westwood Open House – Notable Attendees:**

- Office of Rep. Brad Sherman (John Alford)
- Office of Sup. Lindsey Horvath
- Office of Mayor Karen Bass (Doug Mensman)
- Westside Cities COG
- Skirball Center
- UCLA (Jennifer Poulakidas, various faculty and staff)
- STC4AII
- Westside Neighborhood Council
- Westwood Community Council
- Westwood South of Santa Monica Homeowners Assn

Zip code information for the virtual open house is not available as this wasn't required for the Zoom registration. However, based on a poll taken during the session that asked where participants were joining us from, 38% were from the San Fernando Valley, 27% from the Westside, 8% from Central LA/Downtown, 5% from the San Gabriel Valley, 3% from the South Bay, 2% each from Gateway Cities and South Los Angeles and 15% from outside Los Angeles County.

#### **Virtual Open House – Notable Attendees**

- Office of Senator Dianne Feinstein (Marco Enriquez)
- Office of Rep. Brad Sherman (John Alford)
- Office of State Senator Caroline Menjivar (Brandon Gonzalez)
- Office of State Assemblymember Jesse Gabriel (Valerie Berkley)
- Office of Sup. Lindsey Horvath
- Office of Mayor Karen Bass (Daniel Rodman)
- Office of Councilmember Katy Yaroslavsky (Jarrett Thompson)
- Office of Councilmember Nithya Raman (Mehmet Berker)
- Caltrans
- Cities of Culver City, Santa Monica, Torrance
- City of Los Angeles Planning Dept
- Bel-Air Beverly Crest Neighborhood Council
- West Hills Neighborhood Council
- Westside Neighborhood Council
- Sherman Oaks Neighborhood Council
- Bel-Air Crest HOA
- Comstock Hills HOA
- LADWP
- Skirball Center
- Streets4All
- The Getty (Mary-Elizabeth Michaels)
- UCLA (various faculty and staff)
- Westwood Village Business Improvement District



#### 5.5 **Summary of Public Feedback**

Following the open houses, we continued to encourage people to provide their input about the proposed station locations and their entrances through March 13. In total, we received 1,819 submissions via input cards at the in-person open houses, submitted via the Q&A at the virtual open house, via the online form, and via the project email.

• Input cards at Westwood meeting: 80

• Input cards at Van Nuys meeting: 40

• Virtual Open House Input: 199

• Input submitted via online form: 1,330

• Input submitted via email to the project email between January 21– March 13, 2023: 170

Of the feedback received, approximately 80% included zip code information, which comprised all the paper feedback forms collected at the in-person open houses and all the online survey forms completed within the interactive StoryMap. The comments/questions received in the Zoom virtual open house and those submitted via email did not include zip code data.

Feedback came from 230 different zip codes throughout Los Angeles County and beyond. The top five zip codes below accounted for more than 400 of the submissions:

90024 (Westwood/UCLA): 139

90049 (Brentwood/Westwood Hills): 87

• 90034 (Palms): 62

• 90025 (Westwood/West LA): 60

• 91403 (Sherman Oaks): 57

The top 10 zip codes accounted for 552 submissions and 80% of those were from the Westside, while 20% were from the San Fernando Valley. And thirty-five zip codes had at least 10 submissions each.

Comments received expressed support for both heavy rail and monorail options, though there was more support for heavy rail. There was notably strong support for a station on the UCLA campus across all of the emails, online and paper feedback forms received, as well as the comments in the Zoom Westside breakout room. Similarly, there was also notable support for easy and direct connections to the D/Purple Line at Wilshire as well as to the E/Expo Line. Of feedback forms received at the Van Nuys open house, comments in the Zoom Valley breakout room and online forms/emails focused on the San Fernando Valley, the Sepulveda/Ventura station, connectivity at the Van Nuys Metrolink Station, parking and property acquisition impacts were mentioned most frequently.

The section below provides more detail on the input received by station. Please note that this is intended to provide a high-level snapshot of the input received. All feedback received is available in *Appendix B*.



#### Station-Specific Feedback

#### Van Nuys Metrolink Station – 44 comments received

Input for this specific station most commonly mentioned the necessity of such a stop and emphasized the importance of accessibility and ease of transferability between the Metrolink and Sepulveda stations at this location. There was a common theme expressing concern that the offered alternatives between the stations had transfer paths that were too long, or less accessible.

#### Sherman Way Station – 46 comments received

A majority of the input mentioned a dislike of the station being so close to the 405 Freeway due to accessibility issues. Some comments mentioned that building a station on/near the 405 entrance/exit would not offer the same opportunity for transit-oriented development as a Sherman Way station at Sepulveda.

#### Metro G Line (Orange) Station – 70 comments received

Many of the comments emphasized the importance of transferability between the two lines at this location. Input stressed that a quick and easy connection was important for future riders of the line. Some input was more favorable to heavy rail options as the proposed stations offered closer connections between the Metro G Line Station and the future line.

#### Ventura Boulevard Station – 119 comments received

Many comments were concerned with the proposed station locations and the potential for disruption to current businesses and properties.

#### Getty Center Station – 131 comments received

Some input strongly supported the creation of a Getty Center station to allow access to transit reliant communities. There were a few comments opposing a station at the Getty Center, noting that a station at the Getty Center would only be servicing the center, with few other attractions or businesses in the surrounding area.

#### UCLA Gateway Plaza station – 966 comments received

The comments all supported a monorail or heavy rail station directly on the UCLA campus and noted that it was crucial that such a station be included in the final project alternative. Comments mentioned the need for direct accessibility for students, faculty and the rest of the UCLA community.

#### Wilshire Boulevard/Metro D Line (Purple) Station – 138 comments received

A majority of the comments emphasized the importance of transferability and accessibility. Most comments supported a direct connection between the Westwood/UCLA Metro D Line (Purple) station and the Wilshire Boulevard station on the future Sepulveda line. Comments mentioned a direct transfer would facilitate travel for commuters traveling for work and school.

#### Santa Monica Boulevard Station - 56 comments received

There was support in many of the comments for a station that would allow for accessibility to shops and housing, as opposed to a station close to the freeway.



#### Metro E Line (Expo) Station – 97 comments received

These comments emphasized the need for a quick transfer between the Metro E Line and the future Sepulveda line station. Support for a station with less of a walk from one platform to the connecting platform was more favorably mentioned in the comments.

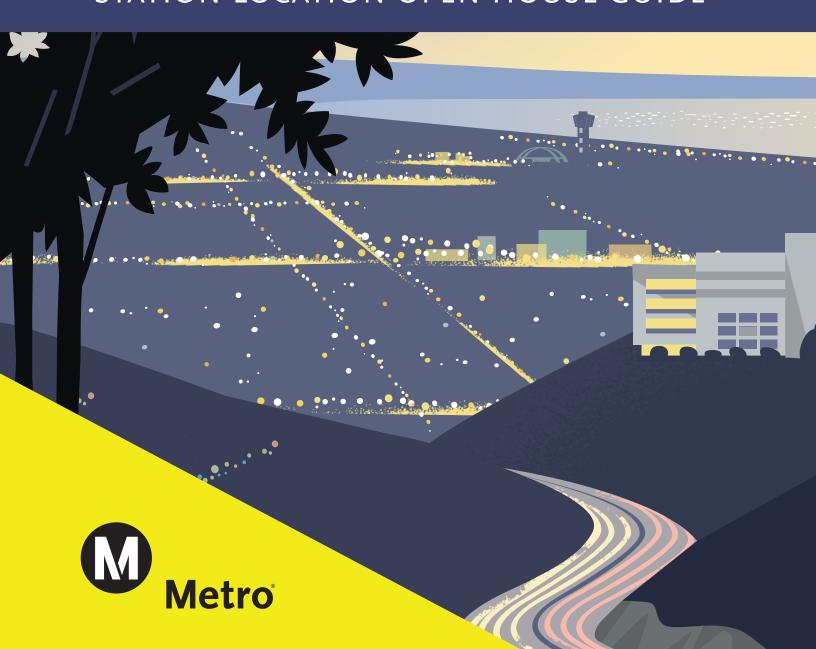
#### **6.0** NEXT STEPS

Metro is continuing technical and environmental analysis for the Sepulveda Transit Corridor Project. Additional engagement opportunities with the public are expected to be conducted throughout 2023 and 2024.



## We're exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR
STATION LOCATION OPEN HOUSE GUIDE



### **Center Summaries**

Thank you for joining us! The open house will focus on potential station locations and how to access the future transit system.

#### **Center 1 – Project Overview & Environmental Process**

Metro is in the environmental review phase for the Sepulveda Transit Corridor Project, which will create a high-quality, reliable transit service option connecting the San Fernando Valley and the Westside. Learn more about the project and environmental process at this center.

#### **Center 2 – Project Alternatives**

Metro is considering several alternatives and will study how well each meets the project's objectives. Learn about each alternative and modes being considered at this center.

#### **Center 3 – Station Planning (San Fernando Valley)**

- > Screen A Van Nuys Metrolink/Amtrak & Sherman Way
- > Screen B G Line (Orange) & Ventura Bl

#### **Center 4 – Station Planning (Westside)**

- > Screen C Getty Center, UCLA & Wilshire Bl
- > Screen D Santa Monica Bl & E Line (Expo)

#### **Center 5 – Spanish Information**

All information and interactive maps from Center 1 through Center 4 will be available in Spanish.

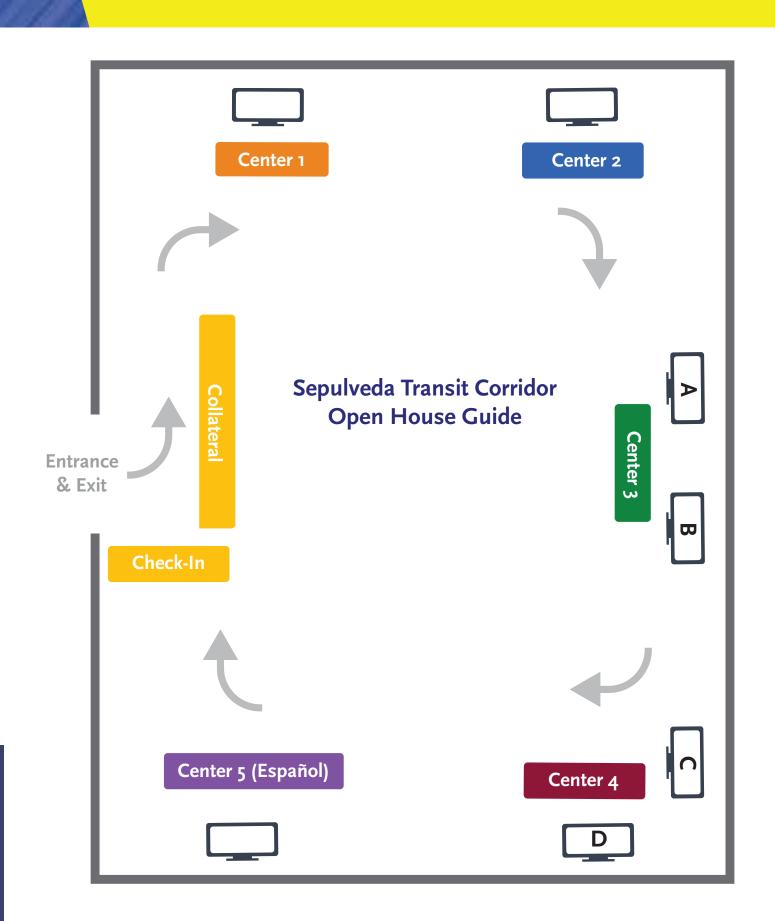
#### **Next Steps**

There will be ongoing public engagement opportunities before the release of the DEIR. In the meantime, learn how current above-ground and underground stations are used in other Metro projects by visiting *Metro.net*.

#### **Public Input**

Public participation throughout the study area is critical to the success of this project. To provide feedback throughout your visit, please scan the code or visit bit.ly/STC-Feedback-Form-2023.





### **Contact Us**



sepulvedatransit@metro.net

metro.net/sepulvedacorridor

🦅 @metrolosangeles

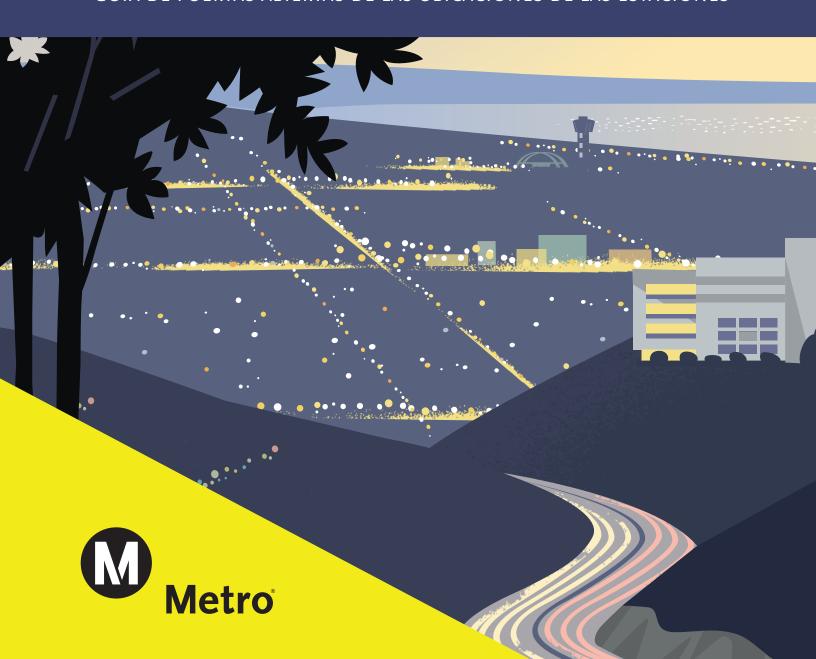
f losangelesmetro



# Estamos analizando alternativas para la 405.

#### PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVEDA

GUÍA DE PUERTAS ABIERTAS DE LAS UBICACIONES DE LAS ESTACIONES



### Sumarios de los centros

¡Gracias por acompañarnos! La jornada de puertas abiertas se centrará en las posibles ubicaciones de las estaciones y en cómo acceder al futuro sistema de transporte público.

#### Centro 1 - Visión general del proyecto y proceso ambiental

Metro se encuentra en la fase de revisión ambiental del Proyecto del Corredor de Transporte de Sepulveda, que creará una opción de servicio de transporte fiable y de alta calidad que conectará el Valle de San Fernando y el Westside. Infórmese más sobre el proyecto y el proceso ambiental en este centro.

#### Centro 2 - Alternativas del Proyecto

Metro está considerando varias alternativas y estudiará en qué medida cada una de ellas cumple los objetivos del proyecto. Infórmese sobre cada alternativa y los modos que se están considerando en este centro.

#### Centro 3 - Planificación de estaciones (Valle de San Fernando)

- > Pantalla A Van Nuys Metrolink/Amtrak y Sherman Way
- > Pantalla B G Line (Orange) y Ventura Bl

#### Centro 4 - Planificación de estaciones (Westside)

- > Pantalla C Getty Center, UCLA y Wilshire Bl
- > Pantalla D Santa Monica Bl y E Line (Expo)

#### Centro 5 - Información en español

Toda la información y los mapas interactivos de los Centros 1 a 4 estarán disponibles en español.

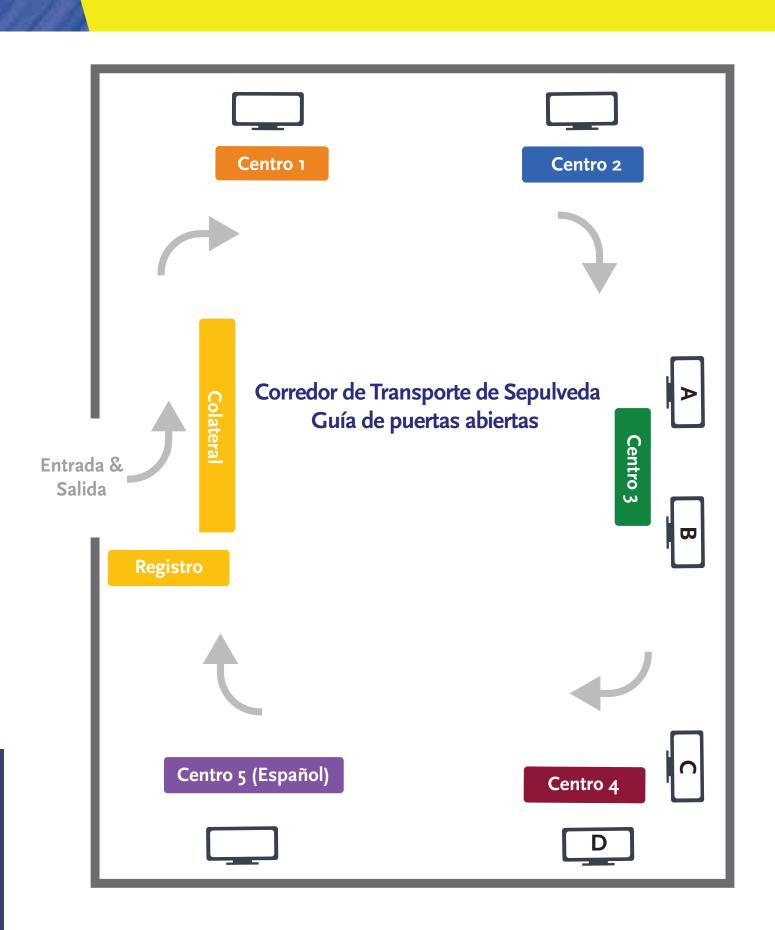
#### Próximos pasos

Habrá oportunidades de participación pública antes de la publicación del DEIR. Mientras tanto, visite *metro.net* para conocer cómo se utilizan las estaciones subterráneas y en sobre el nivel de la tierra en otros proyectos de Metro.

#### Opinión pública

La participación pública en toda la zona de estudio es fundamental para el éxito de este proyecto. Para proporcionar sus comentarios a lo largo de su visita, escanee la siguiente información o visite *bit.ly/STC-Feedback-Form-2023*.





### Contáctenos



- sepulvedatransit@metro.net
- metro.net/sepulvedacorridor
- 🦅 @metrolosangeles
- f losangelesmetro





#### **Metro Station Site Selection Considerations**

As part of the environmental process, the proposed station site selections are informed by a range of evaluation criteria, including station access, neighborhood context, technical considerations and stakeholder input. The proposed station sites may be modified, as appropriate, based on the evaluation criteria combined with thorough technical analysis for identifying environmental benefits and impacts as well as ongoing public feedback.

#### **Station Access**

- > Efficient connections to bus and rail transit
- > Proximity to major activity centers and thoroughfares
  - · Destinations, job centers and community resources
  - Maximize ridership and access
  - Population and employment density
- > Safe and comfortable access for riders, including pedestrians and bicyclists
- > Auto trips: Drop off locations and patron parking
- > Improve access for equity focus communities

#### **Neighborhood Context**

- > Integration with surrounding community design
  - · Land use/zoning
  - Locations with the potential for future development & growth

#### **Technical Considerations**

- > Spacing between stations
- > Engineering
  - · Adjacent infrastructure and land use
  - Major utilities
  - Soil/ground conditions
- > Availability of adjacent property for station entrances and construction staging
- > Cost-effectiveness
- > Potential environmental impacts

#### Stakeholder Input

- > Public and stakeholder comment
- > Coordination with agencies











#### Contact us

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

Iosangelesmetro



#### PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVEDA

#### Consideraciones sobre la selección de sitios de estaciones de Metro

Como parte del proceso ambiental, las selecciones de sitios de estaciones propuestas se basan en una variedad de criterios de evaluación, que incluyen el acceso a la estación, el contexto del vecindario, las consideraciones técnicas y los aportes de las partes interesadas. Los sitios de estaciones propuestos pueden modificarse, según corresponda, sobre la base de los criterios de evaluación combinados con un análisis técnico exhaustivo para identificar los beneficios e impactos ambientales, así como los comentarios continuos del público.

#### Acceso a las estaciones

- > Conexiones eficientes al transporte de autobuses y trenes
- > Proximidad a los centros principales de actividades y vías públicas
  - Destinos, centros de trabajo y recursos comunitarios
  - Maximizar el número de pasajeros y el acceso
  - Densidad de población y empleo
- > Acceso seguro y cómodo para los usuarios, incluidos peatones y ciclistas
- > Viajes en automóvil: lugares de entrega de personas y estacionamiento para clientes
- > Mejorar el acceso para las comunidades de enfoque de equidad

#### Contexto de vecindad

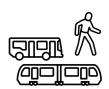
- > Integración con el diseño de la comunidad circundante
  - Uso de la tierra/zonificación
  - Ubicaciones con potencial para el desarrollo y crecimiento futuro

#### Consideraciones técnicas

- > Espaciado entre estaciones
- > Ingeniería
  - Infraestructura adyacente y uso de la tierra
  - · Servicios públicos principales
  - · Condiciones del suelo/tierra
- > Disponibilidad de propiedad adyacente para entradas de estaciones y puesta en escena de construcción
- > Costo-efectividad
- > Impactos ambientales potenciales

#### Aportes de las partes interesadas

- > Comentarios del público y de las partes interesadas
- > Coordinación con agencias





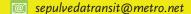


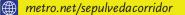








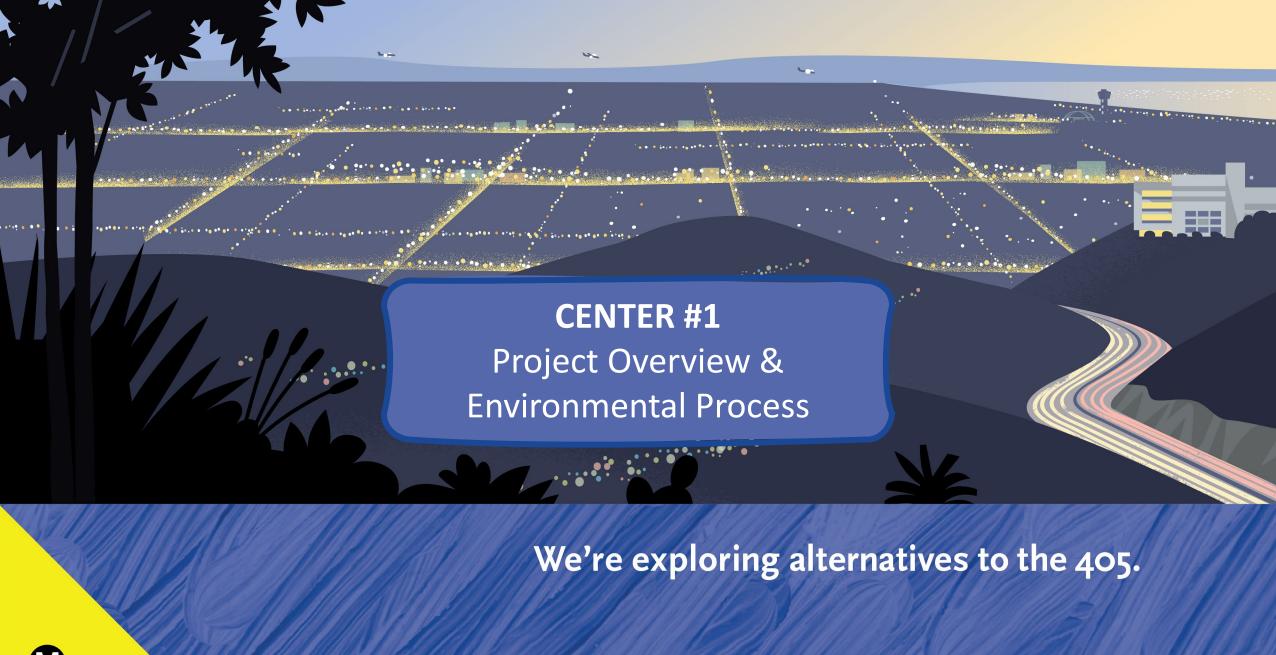




@metrolosangeles

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Metro has a plan to make it easier to get around LA. It includes creating better transit. This project works to provide a competitive transit option from the Valley to the Westside.

## Our plan weaves efforts across four areas.

Better **Transit** 

Less Congestion

Complete Streets

Access to **Opportunity** 

We're intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.







## Sepulveda Transit Corridor Project

The proposed project will create a highquality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside

#### All alternatives would have:

- > A northern terminus station near the Van Nuys Metrolink/Amtrak Station
- > A southern terminus station near the Metro E Line (Expo).

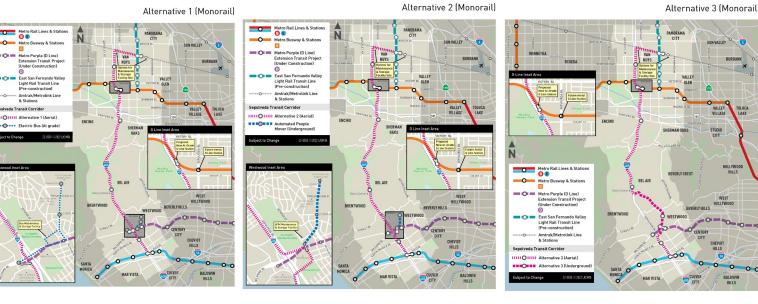




## **Project Alternatives Overview**

- > Metro is studying six "build" alternatives
- > A "No-Project/No-Build" alternative is also being considered, as required by CEQA/NEPA
- > Alternatives are being evaluated based on how well each meets the project's objectives
- For more details, visit OpenHouse Center #2 Alternatives
  - CEQA California Environmental Quality Act NEPA National Environmental Policy Act









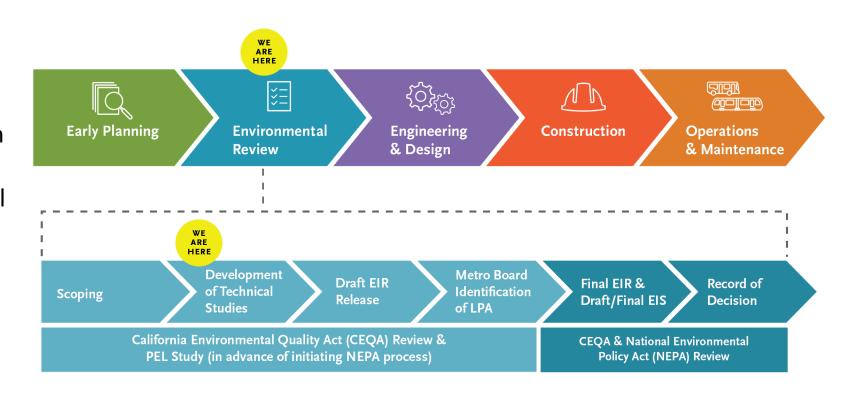




## **Environmental Review Process: Next Steps**

- Metro is continuing technical studies for the CEQA review and concurrently developing a PEL study in collaboration with federal agencies to establish early coordination with federal agencies that may have a specific interest in the NEPA process.
- > After the public release of the DEIR, the Metro Board is expected to identify an LPA.
- Next, the FEIR and DEIS/FEIS will be prepared to complete the CEQA and NEPA processes.

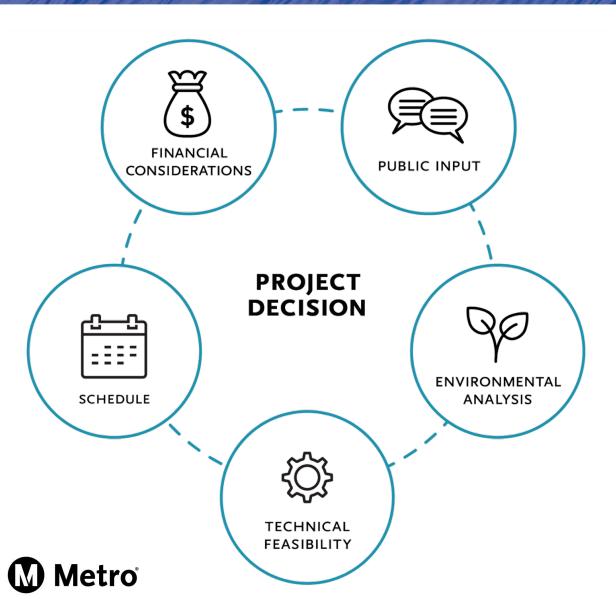




#### **List of Acronyms**

CEQA	California Environmental Quality Act	FEIS	Final Environmental Impact Statement
DEIR	Draft Environmental Impact Report	FTA	Federal Transit Administration
DEIS	Draft Environmental Impact Statement	LPA	Locally Preferred Alternative
EIR	Environmental Impact Report	NEPA	National Environmental Policy Act
EIS	Environmental Impact Statement	PEL	Planning and Environment Linkages
FEIR	Final Environmental Impact Report		

## **Project Decision Inputs**



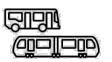
#### The environmental process will:

- Evaluate the performance and benefits of the alternatives
- Study potential effects of construction and operation
- Identify short-term (construction), long-term (operational) and cumulative impacts of the project on the environment
- Identify and assess potential mitigation measures to address potential significant adverse impacts

## Topics for environmental study include (CEQA)

- > Air Quality
- > Community and Neighborhood
- > Ecosystems and Biological Resources
- > Energy
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- > Greenhouse Gas Emissions
- > Growth Inducement
- Historic, Archeological, and Paleontological Resources

- > Land Use and Development
- > Noise and Vibration
- > Parklands and Community Facilities
- > Real Estate and Acquisition
- > Safety and Security
- > Transportation
- > Tribal Cultural Resources
- > Utilities and Service Systems
- > Visual Quality and Aesthetics
- > Water Resources
- > Wildfire











































## Wide Range of Questions

## Information being shared *TODAY*

- Now available: Proposed station locations, including entrances & connections to other lines
- ✓ Environmental/PDA Process
- ✓ Next Steps
- Opportunities for Engagement

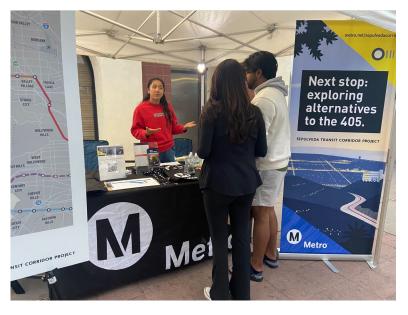
# Information to be shared AS IT BECOMES AVAILABLE THROUGH THE STUDY

- > Environmental impacts and mitigations
- > **Performance of alternatives**, including:
  - Ridership/boardings
  - Travel times (end to end and to key destinations)
  - Competitiveness for federal funds
  - Costs



## **Next Steps**

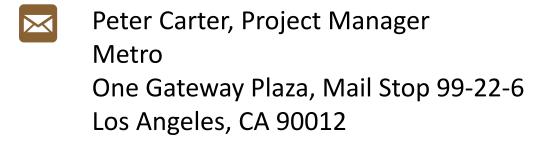
- > Continue Technical/Environmental Analysis
- > Keep you informed of the environmental review process
- > Stay tuned for ongoing opportunities for community engagement

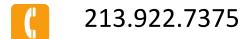






## **Stay Connected**

















Metro

SEPULVEDA TRANSIT CORRIDOR PROJECT

Metro tiene un plan para facilitar el desplazamiento en Los Angeles. Incluye la mejora del transporte público. Este proyecto busca brindar una opción de transporte competitiva desde el Valley hasta el Westside.

## Nuestro plan entrelaza esfuerzos en cuatro áreas.

Mejor Transporte

Menos Congestión Calles Completas

Acceso a la Oportunidad

Estamos intencionalmente enfocados en eliminar las disparidades raciales y socioeconómicas y promover prácticas sostenibles en todo lo que hacemos.



Equidad



Sustentabilidad



## Proyecto del Corredor de Transporte de Sepulveda

El proyecto propuesto creará una alternativa de servicio de transporte ferroviario confiable y de alta calidad que conectará el San Fernando Valley y el Westside

Todas las alternativas tendrán:

- > Una estación terminal norte cerca de la estación Van Nuys de Metrolink/Amtrak
- > Una estación terminal sur cerca de la Línea E de Metro (Expo).





## **Alternativas del Proyecto**

- > Metro está estudiando seis alternativas de construcción
- > También se está estudiando una alternativa de "no proyecto/no construcción", tal como requiere CEQA/NEPA.
- Se está evaluando en qué medida cada alternativa cumple los objetivos del proyecto
- Para más información, visite el
   Open House Center #2 –
   Project Alternatives

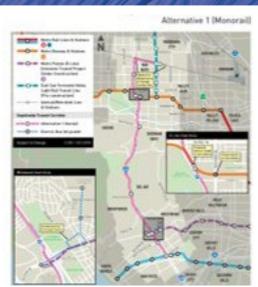
CEQA Ley de Calidad Ambiental de California (California

**Environmental Quality Act)** 

NEPA Ley Nacional de Política Ambiental (National

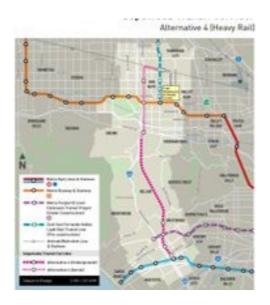
**Environmental Policy Act)** 













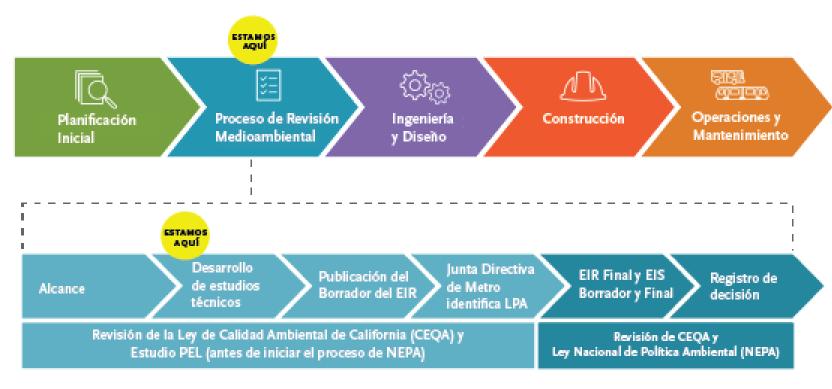




## Proceso de Revisión Ambiental: Próximos Pasos

- Metro continúa los estudios técnicos para la revisión CEQA y al mismo tiempo, desarrolla un estudio PEL en colaboración con agencias federales para establecer una coordinación temprana con agencias federales que puedan tener un interés específico en el proceso de NEPA.
- Después de la publicación del DEIR, se espera que la junta directiva de Metro seleccione un LPA.
- A continuación, se prepararán el FEIR y el DEIS/FEIS para completar el proceso CEQA y NEPA.





#### Lista de acrónimos

CEQA	Ley de Calidad Ambiental de California (California	FEIS	Declaración de impacto ambiental final
	Environmental Quality Act)	FTA	Federal Transit Administration
DEIR	Borrador del informe de impacto ambiental	LPA	Alternativa preferida a nivel local
DEIS	Borrador de Declaración de impacto ambiental	NEPA	Ley Nacional de Política Ambiental (National
EIR	Informe de impacto ambiental		Environmental Policy Act)
EIS	Declaración de impacto ambiental	PEL	Enlace entre planificación y medio ambiente
FEIR	Informe de impacto ambiental final		•

## Datos Para la Toma de Decisiones del Proyecto



#### El proceso ambiental incluye:

- Evaluar el rendimiento y las ventajas de las alternativas
- > Estudiando los efectos potenciales de la construcción y la operación
- > Identificar los impactos a corto plazo (construcción), a largo plazo (funcionamiento) y acumulativos del proyecto sobre el medio ambiente.
- Identificar y evaluar posibles medidas de mitigación para abordar posibles impactos adversos significativos



## Temas de estudio ambiental incluye (CEQA)

- > Calidad del aire
- > Comunidad y vecindario
- > Ecosistemas y Recursos Biológicos
- > Energía
- > Riesgos geotécnicos, del subsuelo y sísmicos y materiales peligrosos
- > Emisiones de gases de efecto invernadero
- > Inducción al crecimiento
- Recursos históricos, arqueológicos >y paleontológicos >
- > Uso y desarrollo del suelo

- > Ruido y vibración
- > Parques e instalaciones comunitarias
- > Bienes raíces y adquisición
- > Seguridad y protección
- > Transporte
- > Recursos culturales tribales
- > Servicios públicos y sistemas de servicios
- > Calidad visual y estética
- > Recursos de hídricos
- > Incendios forestales











































## **Gran Variedad de Preguntas**

# Información que se comparte *HOY*

- ✓ Está disponible: Ubicación propuesta de las estaciones, incluidas las entradas y las conexiones con otras líneas
- ✓ Proceso medioambiental/PDA
- Próximos pasos
- Oportunidades de participación

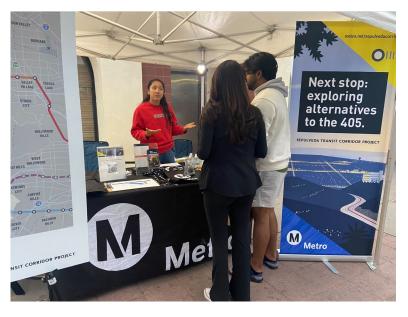
# La información se compartirá A MEDIDA QUE ESTÉ DISPONIBLE A TRAVÉS DEL ESTUDIO

- > Impacto ambiental y mitigación
- > Rendimiento de las alternativas, incluyendo:
  - Número de pasajeros/embarques
  - Duración del viaje (de punta a punta y a destinos clave)
  - Competitividad de los fondos federales
  - Costes



## **Próximos Pasos**

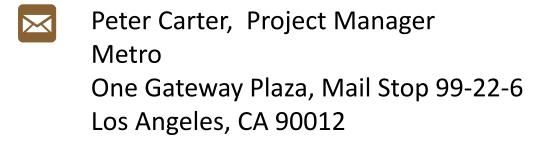
- > Continuar el análisis técnico y ambiental
- > Mantenerle informado del proceso de revisión ambiental
- > Esté atento a las oportunidades de participación de la comunidad

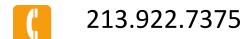






## Manténgase conectado





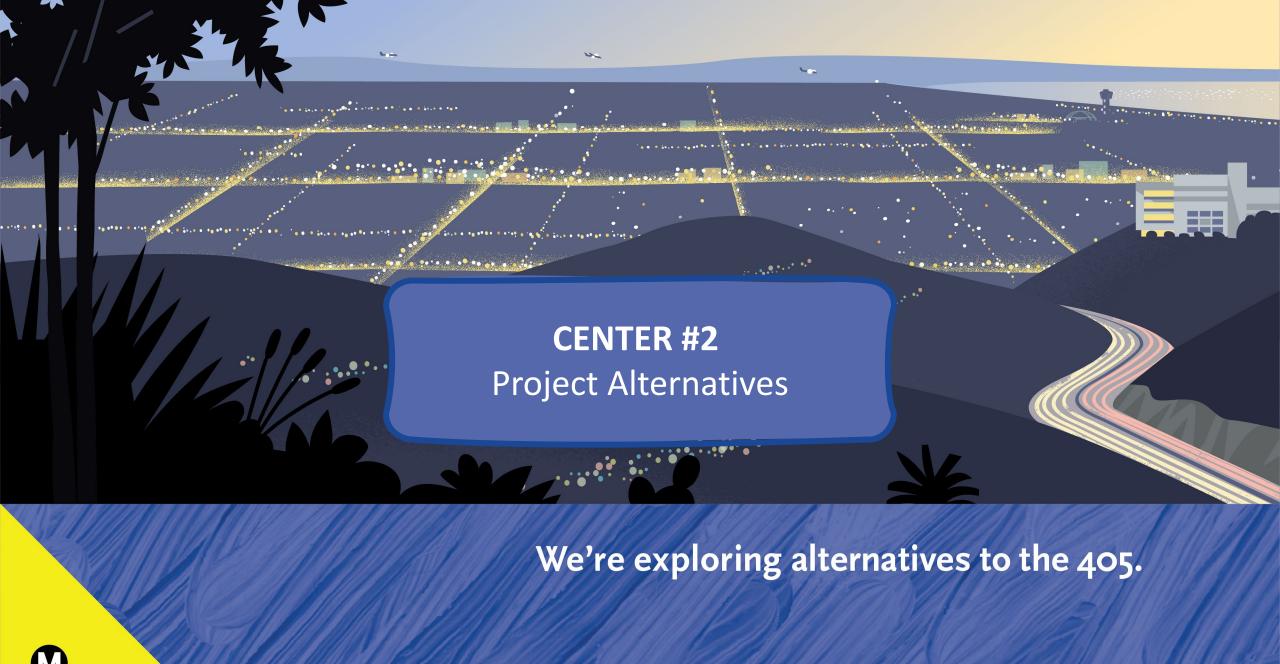






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## **Project Alternatives Overview**

- > Metro is studying six "build" alternatives
- > A "No-Project/No-Build" alternative is also being considered, as required by CEQA/NEPA
- Alternatives are being evaluated to determine how well each meets the project's objectives

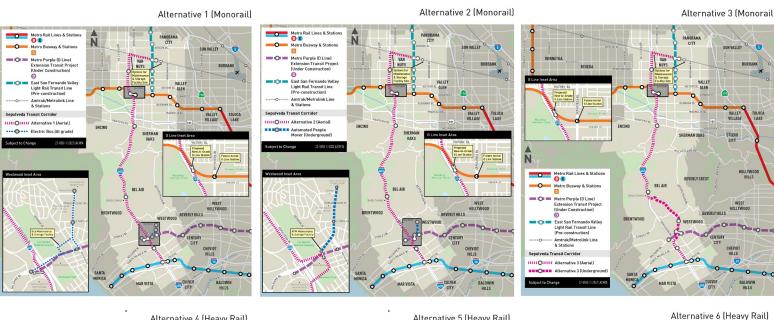
CEQA California Environmental

**Quality Act** 

NEPA National Environmental

Policy Act











## **Transit Technologies Under Consideration**

- > Metro is considering several alternatives, including different transit technologies
- > Alternatives are being evaluated based on how well each meets the project's objectives



### **Monorail (Automated)**

- > Automated trains
- > Six-car trains during peak period
- > Car capacity: 92 passengers
- > Planned peak frequency: 2 min.





## **Heavy Rail Transit (Automated)**

- > Automated trains
- > Three-car trains during peak period
- > Car capacity: 170 passengers
- > Planned peak frequency: 2.5 min.





#### **Heavy Rail Transit (w/Driver)**

- > Driver-operated trains
- > Six-car trains during peak period
- > Car capacity: 133 passengers
- > Planned peak frequency: 4 min.





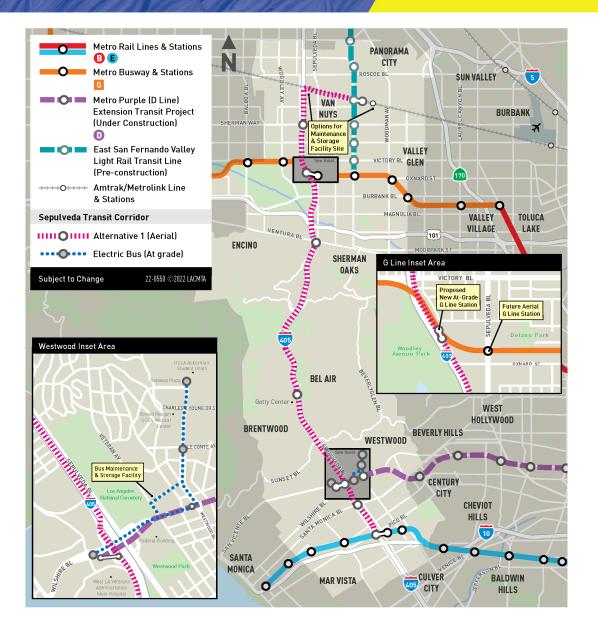
## Alternative 1: Monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA

- > Mode: ( Monorail (Automated)
- > Length: 15.3 miles (aerial)
- > # of Stations: Eight (aerial)
  - Van Nuys
     Metrolink Station
  - Sherman Way
  - Metro G Line
  - Ventura Bl
  - Getty Center

- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda
- > Electric bus connection: from D Line (Purple)
  Westwood/VA Station to UCLA
- > Monorail MSF\* options:
  - > East of I-405 south of Metrolink VC Line tracks
  - > East of Van Nuys Metrolink Station
- > Electric bus MSF\* at existing UCLA BruinBus facility (or alternative location)



\*MSF Maintenance and Storage Facility



# Alternative 2: Monorail with aerial alignment in I-405 corridor and underground APM connection to UCLA

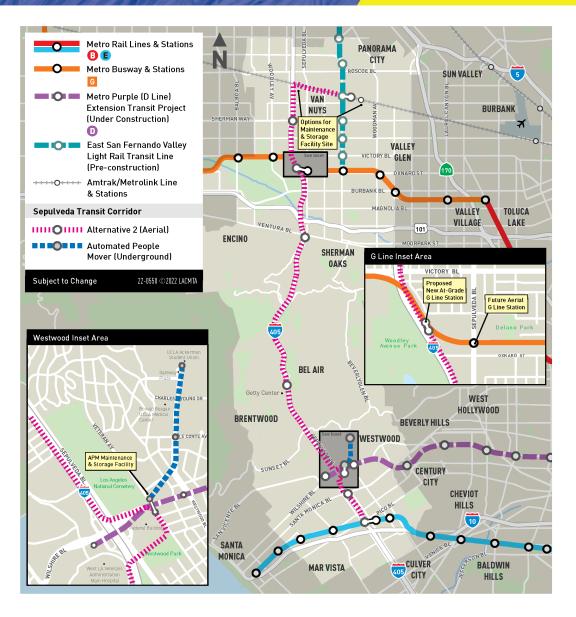
- > Mode: ( Monorail (Automated)
- > Length: 15.8 miles (aerial)
- # of Stations: Eight (aerial)
  - Van Nuys
     Metrolink Station
  - Sherman Way
  - Metro G Line
  - Ventura Bl
  - Getty Center

- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda
- > Underground APM\* connection to UCLA and Westwood Village: Three underground stations: Wilshire BI/UCLA Lot 36, Le Conte Avenue, UCLA Gateway Plaza
- > Monorail MSF\*\* options:
  - > East of I-405 south of Metrolink VC Line tracks
  - > East of Van Nuys Metrolink Station
- > APM MSF underground below UCLA Lot 36



\*APM Automated people mover

\*\*MSF Maintenance and Storage Facility



## Alternative 3: Monorail with aerial alignment in I-405 corridor & underground alignment between Getty Center/Wilshire Bl

- > Mode: ( Monorail (Automated)
- > Length: 16.2 miles (aerial/underground)
- > # of Stations: Nine (seven aerial, two underground)
  - Van Nuys
     Metrolink Station
  - Sherman Way
  - Metro G Line
  - Ventura Bl
  - Getty Center

- UCLA Gateway Plaza (underground)
- Wilshire BI (Metro D Line) (underground)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda
- > Underground alignment between the Getty Center and Wilshire Bl
- > Monorail MSF\* options:
  - > East of I-405 south of Metrolink VC Line tracks
  - > East of Van Nuys Metrolink Station

\*MSF



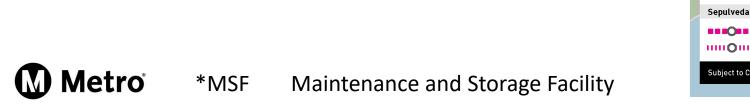
Maintenance and Storage Facility



## Alternative 4: Heavy rail with underground alignment S. of Ventura Bl & aerial alignment gen. along Sepulveda Bl in SFV

- > Mode: ( Heavy Rail Transit (Automated)
- > Length: 14 miles (aerial/underground)
- # of Stations: Eight (four aerial, four underground)
  - **Aerial Stations:**
  - Van Nuys
     Metrolink Station
  - Sherman Way
  - Metro G Line
  - Ventura Bl

- **Underground Stations:**
- UCLA Gateway Plaza
- Wilshire Bl (Metro D Line)
- Santa Monica Bl
- Metro E Line (Expo)/Sepulveda
- > Underground alignment south of Ventura Bl
- MSF\* west of Woodman Av south of Metrolink Ventura County Line railroad tracks





# Alternative 5: Heavy rail with underground alignment including below Sepulveda Bl in the San Fernando Valley

- Mode: ( Heavy Rail Transit (Automated)
- Length: 14 miles (underground)
- # of Stations: Eight (one aerial, seven underground)

Aerial Station (one):

Van Nuys **Metrolink Station**  **Underground Stations (seven):** 

- Sherman Way
- Metro G Line
- Ventura Bl
- Wilshire BI (Metro D Line)
- (Expo)/Sepulveda
- MSF\* west of Woodman Av south of Metrolink Ventura County Line railroad tracks

\*MSF



**UCLA Gateway Plaza HOLLYWOOD** Metro Rail Lines & Stations **BEVERLY CREST** Santa Monica Bl Metro Busway & Stations Metro E Line Getty Center -Metro Purple (D Line) WEST **Extension Transit Project** BRENTWOOD Sepulveda Transit Corridor Alternative 5 (Underground) IIII O IIIII Alternative 5 (Aerial) BALDWIN MAR VISTA Subject to Change

TARZANA

WOODLAND HILLS

**PANORAMA** 

VILLAGE

# Alternative 6: Heavy rail with underground alignment including below Van Nuys Bl in the SFV & S. terminus station on Bundy Dr

- > Mode: ( Heavy Rail Transit (w/Driver)
- > Length: 12.6 miles (underground)
- > # of Stations: Seven (underground)
  - Van Nuys Metrolink Station
  - Metro G Line
  - Ventura Bl
  - UCLA Gateway Plaza
  - Wilshire Bl (Metro D Line)
  - Santa Monica Bl
  - Metro E Line (Expo)/Bundy

\*MSF

MSF\* west of Woodman Av south of Metrolink Ventura County Line railroad tracks



**PANORAMA** WOODLAND HILLS TARZANA HOLLYWOOD HILLS **BEVERLY CREST** Metro Rail Lines & Stations Metro Busway & Stations Getty Center • WEST Metro Purple (D Line) **BRENTWOOD** (Under Construction) (Pre-construction) HILLS Sepulveda Transit Corridor Alternative 6 (Underground) BALDWIN 22-0550 @2022 LACMTA

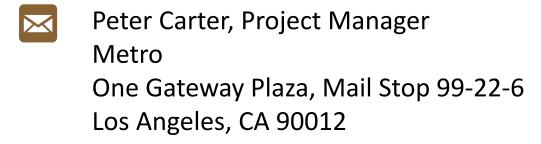
### No-Project/No-Build Alternative

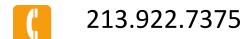
The "No-Project/No-Build" alternative includes all existing highway and transit services and facilities, as well as other transit and highway projects scheduled to be operational by 2045.



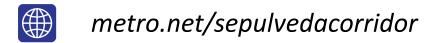


### **Stay Connected**

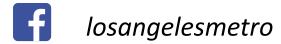


















SEPULVEDA TRANSIT CORRIDOR PROJECT

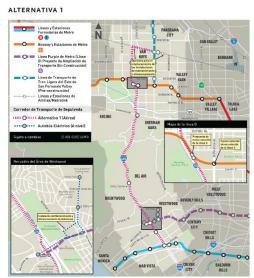
### Visión general de Alternativas del Proyecto

- > Metro está estudiando sies alternativas de construcción
- > También se está estudiando una alternativa de "no construcción", tal como requiere CEQA/NEPA.
- Se está evaluando en qué medida cada alternativa cumple los objetivos del proyecto

CEQA Ley de Calidad Ambiental de California NEPA Ley Nacional de Política

**Ambiental** 









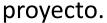






# Tecnologias de transporte consideradas

- > Metro está considerando varias alternativas incluyendo diferentes tecnologias de transporte
- > Las alternativas se están evaluando enfunción de qué tan bien cada una cumple con los objetivos del





#### **Monorriel (Automatizado)**

- > Trenes automatizados
- > Trenes de seis vagones durante las horas pico
- Cada vagón con capacidad de 92 pasajeros
- > Frecuencia planeada: 2 minutos





# Transito Ferroviario Pesado (Automatizado)

- > Trenes automatizados
- > Trenes de tres vagones durante las horas pico
- > Cada vagón con capacidad de 170 pasajeros
- > Frecuencia planeada: 2.5 minutos





# **Transito Ferroviario Pesado (con Conductor)**

- > Trenes operados por un conductor
- > Trenes de seis vagones durante las horas pico
- Cada vagón con una capacidad de 133 pasajeros
- > Frecuencia planeada: 4 minutos



# Alternativa 1: Monorriel con alineación aérea en el corridor de la I-405 y conexión a autobus eléctrico a UCLA

- > Modo:
- Monorriel

**Monorriel (Automatizado)** 

- > Longitud: 15.3 millas (aérea)
- > # de estaciones: Ocho (aérea)
  - Estación Van Nuys de Metrolink
  - Sherman Way
  - Línea G de Metro
  - Ventura Bl
  - Getty Center

- Wilshire Bl (Línea
   D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro
- Conexión a autobús eléctrico: Desde la Estación Westwood/VA a UCLA de la Línea D (Morada o Purple, en inglés)
- > Opciones de Monorriel MSF\*:
  - Al este de la I-405 al sur de las vías de la Línea VC de Metrolink
  - Al este de la estación Van Nuys de Metrolink
- Almacenamiento y mantenimiento (MSF\*) de Autobús eléctrico en las instalaciones existentes de UCLA BruinBus (o ubicación al ternativa)
- Metro



# Alternativa 2: Monorriel con alineación aérea en el corredor de la I-405 y conexión subterránea APM a UCLA

> Modo:



#### **Monorriel (Automatizado)**

- > Longitud: 15.8 millas (aérea)
- > # of Stations: Ocho (aérea)
  - Estación Van Nuys de Metrolink
  - Sherman Way
  - Línea G de Metro
  - Getty Center

- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro
- Conexión Subterráneo APM\*a UCLA y Westwood Village: Tres estaciones subterraneos: Wilshire Bl/UCLA Lote 36, Le Conte Av, UCLA Gateway Plaza
- > Opciones de instalación de almacenamiento y mantenimiento del monorriel (MSF\*\*):
  - Al este de la I-405 al sur de las vías de la Línea VC de Metrolink
  - Al este de la estación Van Nuys de Metrolink
- > APM MSF\*\* subterraneo debajo de lote 36 de UCLA



\*APM: sistema de transporte de personas automatizado \*\*MSF: Instalaciones de mantenimiento y almacenamiento



# Alternativa 3: Monorriel con alineación aérea en el corredor de la I-405 y alineación subterránea entre Getty Center y Wilshire Bl

- > Modo: ( Monorreil (Automatizado)
- > Longitudo: 16.2 millas (aérea/ subterránea)
- # de estaciónes: Nueve (siete aérea, dos subterránea )
  - Estación Van Nuys de Metrolink
  - Sherman Way
  - Línea G de Metro
  - Getty Center
  - UCLA Gateway Plaza (subterránea)

- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro

- > Alineación subterránea entre el Getty Center y Wilshire Bl
- Opciones de instalación de mantenimiento y almacenamiento del monorriel (MSF\*):
  - Al este de la I-405 al sur de las vías de la Línea VC de Metrolink
  - Al este de la estación Van Nuys de Metrolink





# Alternativa 4: Ferrocarril pesado con alineación subterránea al sur de Ventura Bl y alineación aérea generalmente a lo largo de Sepulveda Bl en San Fernando Valley

- > Modo: ( Transporte Ferroviario Pesado (Automatizado)
- > Longitud: 14 millas (aérea /subterránea)
- # de estaciónes : Ocho (cuatro aérea, cuatro subterránea )

#### Estaciones aérea:

- Estación Van Nuys de Metrolink
- Sherman Way
- Línea G de Metro
- Ventura Bl

#### Estaciones subterráneas:

- UCLA Gateway Plaza
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro
- > Alineación subterránea al sur de Ventura Bl
- MSF\* al oeste de Woodman Av al sur de las vías de tren de Metrolink en la línea divisoria del condado de Ventura





# Alternativa 5: Ferrocarril pesado con alineación subterránea incluyendo a lo largo de Sepulveda BI en San Fernando Valley

- > Modo: ( Transporte Ferroviario Pesado (Automatizado)
- > Longitud: 14 millas (subterránea)
- # de estaciónes : Ocho (una aérea, siete subterránea)

Estación Aérea (una):

 Estación Van Nuys de Metrolink Estaciones subterráneas (siete):

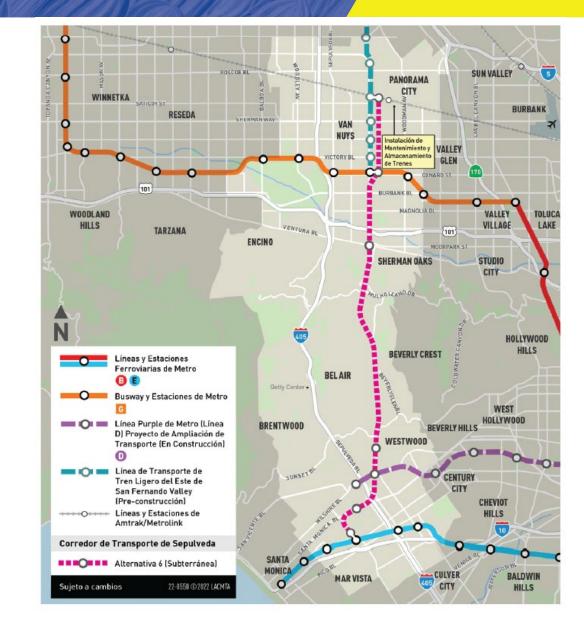
- Sherman Way
- Línea G de Metro
- Ventura Bl
- UCLA Gateway Plaza
- Wilshire Bl (Línea D de Metro)
- Santa Monica Bl
- Línea E Expo/Sepulveda de Metro
- MSF\* al oeste de Woodman Av, al sur de las vías de tren de Metrolink en la línea divisoria del condado de Ventura





#### Alternativa 6: Ferrocarril pesado con alineación subterránea incluyendo a lo largo de Van Nuys Bl en el San Fernando Valley y la estación terminal sur en Bundy Dr

- > Modo:
- - **Transporte Ferroviario Pesado (con Conductor)**
- > Longitude: 12.6 millas (subterránea)
- # de estaciónes: Siete (subterránea)
  - Estación Van Nuys de Metrolink
  - Línea G de Metro
  - Ventura Bl
  - UCLA Gateway Plaza
  - Wilshire Bl (Línea D de Metro)
  - Santa Monica Bl
  - Línea E Expo/Bundy de Metro
- MSF\* al oeste de Woodman Av al sur de las vías de tren de Metrolink en la línea divisoria del condado de Ventura





# La alternativa de no Proyecto/no construcción

La alternativa de "no proyecto/no construcción" incluye todos los servicios e instalaciones de carreteras y transporte existentes, así como los proyectos de transporte y carreteras programados para estar operativos para el 2045.





# Manténgase conectado



Peter Carter, Project Manager Metro One Gateway Plaza, Mail Stop 99-22-6 Los Angeles, CA 90012





213.922.7375



sepulvedatransit@metro.net



metro.net/sepulvedacorridor



@metrolosangeles

losangelesmetro





#### **CORREDOR DE TRANSPORTE DE SEPULVEDA**

Formulario de opinión sobre las estaciones del proyecto

¿Sobre qué estación le gustaría dar su opinión?	¿Sus comentarios se refieren a una alternativa específica?
Estación de Van Nuys Metrolink/Amtrak	Todos
Estación de Sherman Way	Ninguna
Estación de Metro G Line (Orange)	Alternativa 1
Estación de Ventura Blvd	Alternativa 2
Estación de Getty Center	Alternativa 3
Estación de UCLA Gateway Plaza	
Estación de Wilshire Bl / Metro D Line (Purple)	Alternativa 4
Estación de Santa Monica Blvd	Alternativa 5
Estación de Metro E Line (Expo)	Alternativa 6
Primer nombre:	
Apellido:	
Afiliación:	
Código postal:	
Correo electrónico:	



#### Contáctenos



213.922.7375



sepulvedatransit@metro.net





@metrolosangeles



**f** losangelesmetro



# **Appendix V-5. Community Meetings (October and November 2023)**



# Fall 2023 Community Meetings Summary Report

December 2023



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Open House Guide – Spanish



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#### 1.0 INTRODUCTION

#### 1.1 Overview

Metro is continuing environmental analysis for the Sepulveda Transit Corridor Project (Project) which would provide a high-quality transit service between the Valley and the Westside. Metro hosted a series of public meetings in October and November 2023 to provide information to stakeholders on project updates, travel times and boarding information for all six project alternatives being studied.

#### 1.2 Community Meetings

From October 24 to November 1, 2023, a series of three (3) community meetings took place in Westwood, Van Nuys and virtually via Zoom. The in-person community meetings, which were jointly held with I-405 ExpressLanes and Traffic Reduction Study, offered five information centers to share project updates. Spanish interpreters and materials in English and Spanish were available at each meeting. During the open house portion of the meeting, members of the public could also ask questions and provide feedback to project team members at their respective stations.

Information Centers are described in detail in Table 5-2.

Open House	Date/Time	Location/Address	
Open House #1 Tuesday,		Westwood United Methodist Church	
Westwood	October 24, 2023	10497 Wilshire Bl	
	5:30pm-8pm	Los Angeles, CA 90024	
Open House #2 Saturday,		Marvin Braude Constituent Service Center	
Van Nuys	October 28, 2023	6262 Van Nuys Bl	
	10am-12:30pm	Van Nuys, CA 91401	
Open House #3	Wednesday,	Zoom Webinar	
Online	November 1, 2023 6pm-7:30pm		

The public was encouraged to ask questions and provide feedback at the meetings, as well as after the series concluded. The public could submit additional feedback through forms at the meetings, email, and an online feedback form. This report includes feedback collected through December 11, 2023 (Appendix B).

#### 2.0 COMMUNICATION RESOURCES

#### 2.1 Website

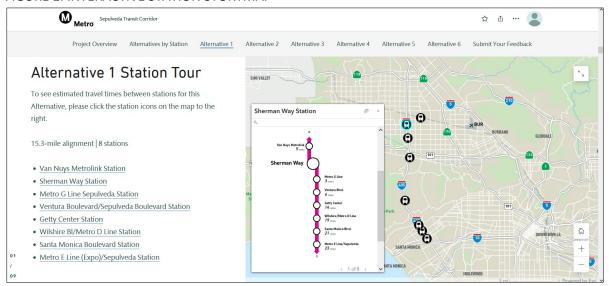
The project website (metro.net/sepulvedacorridor) was updated ahead of the community meeting series to announce the meetings and share information on how to provide input. Supporting documents and meeting materials were uploaded after the first meeting, including links to the presentations, StoryMaps, and informational hand-outs.



#### 2.2 Virtual Interactive Tool (StoryMap)

The project team updated the online interactive StoryMap that had previously been developed for the open houses in January 2023, which allowed viewers to interact with the different alignments for the corridor and learn about the station locations and connections. This included transit and pedestrian connections. For this round of meetings, clickable interactive features that showed the travel time between each station were added to the maps.

FIGURE 1. INTERACTIVE STATION STORYMAP



This tool was displayed during all three community meetings and was promoted in communications materials, including project eblasts, the project website and Metro's *The Source* blog. The Station StoryMap yielded more than 14,815 views as of December 8, 2023.

#### 2.3 In-Person Community Meeting Materials & Resources

A variety of informational project materials and resources were made available to stakeholders at the in-person and virtual community meetings. Descriptions of the materials are found below and in Appendix H.

#### 2.3.1 Community Meeting Guide

An 8.5"x17" open house guide was developed and provided to attendees upon arrival. The guide contained a summary of the content being shared at each information station and included a floor plan to help visitors navigate the room easily.

#### 2.3.2 Project Fact Sheet

The general project fact sheet in English and Spanish was updated to reflect the system map update for the E Line and was provided to attendees at sign-in.



#### 2.3.3 Comment and Q&A Card

Attendees also received a feedback form to provide written comments and a Q&A card to submit questions to the project team for the live Q&A session following the presentation.

Stakeholders were also able to submit feedback via the project email and an online web form.

#### 2.3.4 Nearby Project & Other Fact Sheets

Fact sheets from nearby projects and other information were available to the public at the in-person community meetings, including:

- I-405 Sepulveda Pass ExpressLanes Project
- East San Fernando Valley Light Rail Project
- Traffic Reduction Study
- Public-Private Partnership
- Property Acquisition
- Environmental Process
- Tunneling
- Gentrification and Displacement

#### 2.3.5 Environmental Review Video

The Metro Environmental Review video was played on a loop at Center 1 during the in-person meetings and was shared through eblast notification prior to the meeting to provide information on the environmental planning process in a clear and easy to understand way. The video explains the key milestones in the environmental review process for both CEQA and NEPA. Links to the video were shared following the open house series.

#### 3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY OPEN HOUSES

Prior to the public meetings, the project team conducted briefings with Metro board staff and elected staff.

Table 3-1 provides a summary of the key stakeholder meetings and other outreach activities conducted in October 2023.

Table 3-1 Summary of Briefings

	Date	Stakeholder	Type of Outreach
1.	10/18/23	Metro Board Staff Briefing	Briefing
2.	10/23/23	Elected Official Briefing	Briefing



DECEMBER 2023

Staff from the following offices and cities attended the elected official and city staff briefing:

- Office of Congressman Brad Sherman
- Office of Congressman Ted Lieu
- Office of State Senator Ben Allen
- Office of State Senator Caroline Menjivar
- Office of Assemblymember Rick Zbur
- Office of Los Angeles Mayor Karen Bass
- Offices of Los Angeles City Councilmembers Katy Yaroslavsky, Paul Krekorian, Nithya Raman
- City of Culver City Transportation Dept
- Westside Cities Council of Government

The project team provided a preview of the information to be shared at the community open houses, including the ridership and travel times.

Questions and comments from the attendees focused on the following key themes:

- Travel time comparisons between alternatives
- Accuracy of ridership projections
- Safety/security
- Station design/locations

#### 3.1 **Pop-Up Events**

#### **General Project Awareness**

Following the January 2023 open houses, the project team participated in numerous local events to build general project awareness. This effort was aimed at sustaining a connection with the communities along and around the project corridor and to gather their contact information in preparation for the upcoming community meeting series of notifications.

Table 3-2 provides a summary of the pop-up events and outreach activities attended in Spring/Summer 2023.

Table 3-2 Summary of General Awareness Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	Spring Egg Hunt	4/8/2023	Pacoima	~25
2.	Westwood Village Farmers Market	5/18/2023	Westwood	~60
3.	Pick Pico	5/21/2023	Westside	~130
4.	Plaza Del Valle	6/2/2023	Panorama City	~10
5.	Juneteenth Celebration	6/17/2023	Van Nuys	~10



#	Pop Up Name	Date	Location	Approx. No. of Engagements
6.	San Fernando Valley Pride Festival	6/24/2023	San Fernando	~100
7.	Panorama Mall Pop Up	7/7/2023	Panorama City	~50
8.	Hansen Dam Movie Night	7/21/2023	East San Fernando Valley	~70
9.	West LA Buddhist Temple Obon Festival	7/22/2023	Westside	~125
10.	Hansen Dam Movie Night	8/4/2023	East San Fernando Valley	~90
11.	West LA Farmers Market	9/17/23	Westwood	~40
12.	Move Your Way Open Streets Festival	9/23/2023	Pacoima	~70
13.	Encino Farmers Market	9/24/23	Lake Balboa	~60
14.	CD7 Concerts in the Park	10/1/2023	Sherman Oaks	~50

#### **Community Meetings Outreach**

The outreach team also participated in several community events throughout the project corridor to provide updates on the project status, inform the community about the upcoming meeting series, and encourage them to attend. Project resources, including a fact sheet, and flyers on the Low-Income Fare is Easy (LIFE) program were handed out to community members. A QR code to the meeting flyer was also present for visitors to scan. Metro-branded promotional items were also distributed.

Table 3-3 provides a summary of the pop-up events and outreach activities attended in Fall 2023.

Table 3-3 Summary of Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	UCLA Sustainability Fair	10/5/2023	UCLA Campus	~50
2.	Westwood Farmers' Market	10/5/2023	Westwood Village	~70
3.	First Thursday	10/5/2023	Westwood Village	~160
4.	Sherman Oaks Street Fair	10/15/2023	14827 Ventura Bl Sherman Oaks, CA 91403	~125
5.	Pacoima Dia de Los Muertos	10/28/2023	Pacoima City Hall	~140



#	Pop Up Name	Date	Location	Approx. No. of Engagements
6.	Latino Expo	10/28/2023	Panorama Mall	~50
7.	Dia de Los Muertos for Assurance Learning Academy	11/2/2023	6842 Van Nuys Bl	~10

#### 4.0 NOTIFICATION FOR COMMUNITY MEETINGS

To promote maximum public awareness, various noticing methods were implemented before the community meetings. These included social media posts (*Appendix D*), earned media coverage (*Appendix D*), partnering with community-based organizations to get the word out, and flyer distribution and electronic distribution (*Appendix E*). All notices provided community meeting details (dates, times, locations, and language services) and information on accessing additional project details.

#### 4.1 Community-Based Organization Partnerships

To increase engagement in Equity Focused Communities (EFC) areas, the outreach team identified community-based organizations (CBO) partners, including Center for Living and Learning, Streets are for Everyone and Pueblo y Salud, Inc., to assist with notification for this meeting series. The outreach team selected the CBO partners for their connection with the community and interest in the project's goals. For this effort, the partners led several notification tactics, including door-to-door distribution, public counter drop-offs, and flyers at transit intercepts. They also augmented digital notification efforts by posting to their social media and sharing information with their audiences via eblasts. After documenting their efforts, the partner groups were compensated for their notification support.

#### 4.1.1 Door-to-Door Distribution

To inform residents about the community meeting at the Marvin Braude Center, Pueblo y Salud implemented a door-to-door notification campaign in the week prior to the Van Nuys community meeting. This effort reached approximately 1,005 households near the Braude Center. A map detailing the area covered by the notification campaign is available in Appendix E.

#### 4.1.2 Public Counters

CBO groups distributed meeting notification flyers throughout the project corridor at over 70 public counters in equity-focused communities. The sites included public libraries, youth centers, government agencies, city halls, and community centers, to help promote widespread community engagement. For a map of the counter locations, see Appendix E.

#### 4.1.3 Transit Intercept Outreach

Four weeks before the first community meeting, efforts were made to notify transit riders at busy transit and bus stops. This initiative aimed to reach current and potential future riders and other members of the community who are less likely to be engaged though digital channels. The intersections that were notified during peak times included:



#### San Fernando Valley

- Roscoe Bl/Van Nuys Bl
- Sepulveda/Roscoe Bl
- Van Nuys G Line Station
- Sepulveda BI/G Line Station
- Victory Bl/Van Nuys Bl

#### Westwood

- Le Conte Av/Westwood Plaza
- Wilshire Bl/Westwood Plaza
- Wilshire Bl/Glendon Av

#### 4.2 Business Corridor Outreach

One week before the community meetings, the team conducted outreach to local businesses along active street corridors. The team gave business owners informational flyers and posters, which they were encouraged to display in prominent areas of their establishments. Through this effort, the team connected with approximately 130 businesses, distributing over 300 flyers and 20 posters to increase awareness and participation in the upcoming events. Major corridors identified for this effort are listed in Table 4-1. A full list of businesses engaged is found in Appendix E.

Table 4-1 Business Outreach Corridors

	Valley Corridor		Westside Corridors
2. 3.	Orange Line Zone Van Nuys/Victory Van Nuys/Vanowen St. Van Nuys/Sherman Wy	1. 2. 3.	Wilshire Bl, Westwood Motor Av, Palms S Centinela Av, Del Rey
5.	Sepulveda/Sherman Wy Saticoy/Van Nuys		

#### 4.3 **Social Media**

The community meeting series was shared by Metro and CBO partners on social media channels including Instagram and Facebook. Screen captures of these posts are documented in Appendix A.

#### 4.4 E-blasts

Information about the meetings was distributed via e-blast in English and Spanish to nearly 17,000 contacts included in the project database The initial notification to save the date was sent on October 2, 2023, followed by reminder messages on October 13, 20, 24, 25, and 31. In addition, an e-blast was sent on November 3, 2023 following the community meetings thanking attendees and sharing additional



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information. Additional e-blasts were sent to encourage the public to provide their input on the meeting topics by using the feedback form. All eblasts were translated into Spanish.

Table 4-2 Community Meeting & Feedback E-Blasts

Date Sent	Subject	Number of Recipients	Opens	% Opens	Unique Clicks
10/02/23	Meeting Announcement	16,927	6,561	48%	339
10/13/23	Community Meeting Reminder #1	16,911	6,081	44%	216
10/20/23	Community Meeting Reminder #2	16,901	6,277	46%	228
10/24/23	Community Meeting Reminder #3	16,876	6,336	46%	253
10/25/23	Community Meeting Reminder #4	16,906	6,628	48%	388
10/31/23	Community Meeting Reminder #5	16,943	6,744	49%	325
11/03/23	Thank You	17,017	7,400	54%	370
11/9/23	Community Meeting Video Recordings	16,797	6,663	49%	312
11/16/23	Feedback Reminder #1	16,946	5,906	43%	384
11/30/23	Feedback Reminder #2	16,913	5,803	43%	391
12/6/23	Feedback Reminder #3	16,879	5,992	44%	400

#### 4.5 Extended Outreach Toolkit

Before the community meetings, a comprehensive outreach toolkit (see Appendix F) was shared with elected officials, community-based organizations and other project partners to promote community involvement and meeting attendance. This toolkit contained links to the interactive Story Map, the project's official website, a fact sheet about the project, and a list of frequently asked questions (FAQs) that would help provide valuable project updates and information.

Social media content was created for platforms such as Facebook, X (Twitter), NextDoor and Instagram. These posts detail community meeting information and how to participate. The toolkit also included a template for an email blast or newsletter and a draft announcement for websites, aimed at facilitating broader dissemination.



#### 4.6 Earned Media

Several articles and newsletters were published prior, during and after the community meeting series (Appendix D). The table below is a list of some of the media articles and newsletters about the project and community meetings.

Table 4-3 Media Coverage from October-November 2023

Date	Source	Article/Title
10/4/2023	Westwood South of Santa Monica HOA	"Save the Date: Metro Sepulveda Corridor Update"
10/8/2023	Los Angeles City Councilmember Katy Yaroslavsky	"Sepulveda Transit Corridor Community Update Meetings"
10/17/2023	Los Angeles Walks	"Stuck in traffic on the Sepulveda pass? We're looking for solutions!"
10/19/2023	Culver City Observer	"Reminder: Sepulveda Transit Corridor Update Tonight"
10/25/2023	KNX Radio	"Metro Community Meetings Interview"
10/26/2023	Daily Bruin	"Metro hosts open house, presents Sepulveda Transit Corridor's alternatives"
11/6/2023	LA Daily News	"Metro says subway will move people between Valley and Westside faster than monorail"
11/10/2023	StreetsblogLA	"Metro Projections show that Rail Makes Sense for Sepulveda"
11/12/2023	Daily Bruin	"LA Metro must implement Alternative 6 for Sepulveda Transit Corridor Project"
12/1/2023	Los Angeles City Councilmember Paul Krekorian Our Valley News	"Community Announcements: Sepulveda Transit Corridor Project – Feedback Reminder"
12/1/2023	Palms Neighborhood Council Newsletter	"Sepulveda Transit Corridor Project Feedback Reminder"
12/4/2023	Sherman Oaks Neighborhood Council Newsletter	"President's Message"

#### 5.0 COMMUNITY MEETINGS

#### 5.1 Overview of the Community Meetings

Metro hosted three (3) community meetings on October 24, October 28, and November 1 to share station information for the project and gather community feedback. Metro held two meetings inperson, one in the Valley and one on the Westside, and a third was held virtually.

The community meetings were designed to allow stakeholders to learn about projected boardings and travel times for all six alternatives being studied for this project. Information about the Traffic Reduction



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Study and the I-405 Expresslanes Project was also shared. Stakeholders could provide public input and feedback through physical and online input forms.

The table below provides the community meeting schedule.

Table 5-1 Community Meeting Locations

Meeting	Date/Time	Location/Address
Community Meeting #1 Westwood	Tuesday, October 24, 2023 5:30pm-8pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024
Community Meeting #2 Van Nuys	Saturday, October 28, 2023 10am-12:30pm	Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Community Meeting #3 Virtual  Wednesday, November 1, 2023 6pm-8pm		Zoom Webinar

#### 5.2 Format for In-Person Community Meetings

Metro hosted two in-person community meetings, one at Westwood United Methodist Church and the other at the Marvin Braude Center in Van Nuys. Each event included the same information. The community meetings focused on providing information on three projects, including Sepulveda Transit Corridor Project, the Traffic Reduction Study and I-405 Sepulveda Pass Express Lanes Project. Attendees were able to explore the information stations set up for each project.

The meetings were set up to allow attendees to visit stations of interest to them and ask questions of the project teams at their own pace. There were five information centers, with the first station featuring general environmental process information and three dedicated to each of the Metro projects mentioned above, with accompanying display boards and screens. The final station was set up for a formal presentation on the Sepulveda Transit Corridor Project. The formal presentation consisted of general project overview information and details on ridership and travel times for each of the six alternatives. Attendees were provided with question cards to submit to the project team, many of which were read aloud and answered. All question cards are documented in **Appendix B.** 

Once community members signed in, they were encouraged to move in a clockwise direction around the room to visit each of the numbered stations in order. An outline of the information centers can be found in Table 5-2, while the content presented at the centers is detailed in Appendix G.



Table 5-2 In-Person Community Meeting Centers

Sta. No.	Topic	Display	Description
0	Welcome/ Refreshments	<ul> <li>Display Boards</li> <li>Welcome</li> <li>Community Mtg. Guidelines</li> <li>Handouts</li> <li>Open House Guide</li> <li>Feedback form</li> <li>Q&amp;A card</li> <li>Project fact sheet</li> </ul>	Guests received greetings from the outreach staff, were encouraged to sign in and received a packet of informational handouts.
1	Metro Has a Plan/ Environmental Overview	Screen with overview information and environmental process (English/Spanish)	Overview of information regarding Metro's plan and the environmental process were shown on a loop in this section
2	Sepulveda Pass Express Lanes	Three Screens     Project Overview     StoryMap #1     StoryMap #2 Two Roll Plots	Overview of Project Story Map and project area
3	Traffic Reduction Study	Three Screens	Overview of project information and project maps were shown in this center.
4	Sepulveda Transit Corridor	Three Screens     Project Overview     StoryMap #1     StoryMap #2     Project Boards     Study Area     Alternatives	Overview of Project Story Map was shown in this center and project boards that outlined project study area and project alternatives were displayed.
5	Presentation Area	Projector/Screen with PowerPoint Presentation	Seating for approximately 50- 100 was designated in this area to allow for attendees to hear the presentation and Q&A



Sta. No.	Topic	Display	Description
-	Kids Station	Kids activities	Small seating area with coloring books and crayons for kids to use while their parents listened to the meeting
-	Public Input	<ul><li>Display Boards</li><li>Public Input</li><li>Resources</li><li>Feedback Forms</li></ul>	Participants could sit and provide input via paper forms. Table signage with options for online input were displayed.
-	Additional Resources	Fact Sheets:     Purple Line     Metro G Line (Orange)     East SFV  General Topics (all English/Spanish)     Public-Private Partnerships     (P3)     Property-Acquisition     Environmental Process     Tunneling     Gentrification	Fact sheets from other relevant projects/topics available on magazine rack

#### 5.3 Format for Virtual Community Meeting

The virtual community meeting was conducted via Zoom Webinar on November 1, 2023. The presentation was the same as the one used during the in-person community meetings, outlining the projected travel times and ridership. After the presentation, time was allotted for a Q&A session where attendees could provide a written question in the Zoom Q&A feature. Project team members responded to the questions verbally or in writing through the Q&A feature. Project team staff also provided key project links via the Zoom chat.

#### 5.4 **Summary of Public Participation**

The three meetings generated a total of more than **329** participants and nearly **110** feedback forms. Public input was documented via submitted input cards and an online feedback form. In addition, interpreters were available for Spanish speaking participants to facilitate public input submissions.



#### Table 5-3 Summary of Open House Participation

Meeting	Number of Participants	Number of Input/Question Cards
October 24, 2023 (Westwood)	~125	24; 29
October 28, 2023 (Van Nuys)	~45	10; 9
November 1, 2023 (Virtual)	~159	3; 72
TOTAL	329	37; 110

#### Van Nuys Open House - Notable Attendees:

- Office of Los Angeles County Lindsey Horvath
- Office of Los Angeles City Councilmember Nithya Raman
- Office of Los Angeles City Councilmember Bob Blumenfield
- Office of Los Angeles City Councilmember Imelda Padilla
- Encino Neighborhood Council
- Transit Coalition
- Valley Industry & Commerce Association (VICA)
- Winnetka Chamber of Commerce
- Woodland Hills Neighborhood Council

#### **Westwood Open House - Notable Attendees:**

- Office of Congressman Brad Sherman
- Office of Los Angeles County Supervisor Lindsey Horvath
- Office of Los Angeles City Councilmember Nithya Raman
- Office of Los Angeles City Councilmember Paul Krekorian
- Office of Los Angeles City Councilmember Katy Yaroslavsky
- Brentwood Community Council
- Keep Bel-Air Beautiful
- LA28
- Palms Neighborhood Council
- Sherman Oaks Homeowners' Association
- The Getty
- UCLA
- Westside Cities Council of Governments
- Westside Neighborhood Council
- Westwood Hills Property Owners' Association
- Westwood South of Santa Monica Homeowners' Association

Zip code data for the virtual open house attendees is not available as it was not required for Zoom registration. However, a poll conducted during the session indicated the geographical distribution of the participants: 38% from the San Fernando Valley, 26% from the Westside, 7% from Central LA/Downtown, 6% from the San Gabriel Valley, 4% from the South Bay, 4% from the Gateway Cities, 1% from South Los Angeles, and 16% were joining from locations outside Los Angeles County. In addition, 65% of meeting attendees indicated they had engaged with the project previously, either by attending a meeting or submitting a feedback form.



#### **Virtual Open House – Notable Attendees**

- Office of Los Angeles County Supervisor Lindsey Horvath
- 29 Mountain View Homeowners Association
- Bel Air Crest
- Bel Air Hills Association
- Bel Air-Beverly Crest Neighborhood Council
- Brentwood Homeowners Association
- California Abilities Network
- California Department of State Hospitals
- Caltrans
- Cedars Sinai
- City of Los Angeles
- Encino Neighborhood Council
- Getty
- Holmby Westwood Property Owners Association
- LA Department of Transportation
- LA Department of Water and Power
- Las Virgenes-Malibu Council of Governments
- Los Angeles Unified School District
- Metropolitan Water District
- Northeast Valley Health Corporation
- Playa Vista Compass
- San Fernando Valley Council of Governments
- SCAG
- South Brentwood Residents Association
- Streets For All
- Sun Valley Area Neighborhood Council
- The Transit Coalition
- UCLA
- Van Nuys Neighborhood Council
- Veterans Advocacy Group of America
- Walk 'n Rollers
- Westside Cities Council of Governments
- Westwood Hills Homeowners' Association
- Westwood South of Santa Monica Homeowners' Association (WSSM)

#### 6.0 PUBLIC FEEDBACK

#### 6.1 Quantity/Type of Feedback Received

Following the open houses, we continued to encourage people to provide their input through December 8. In total, we received 721 submissions via feedback and Q&A cards at the in-person open houses, the Q&A at the virtual open house, the online form, and the project email, as follows:

- Westwood meeting: Feedback Forms: 24; Q&A Cards: 29
- Van Nuys meeting: Feedback forms: 10; Q&A Cards: 9
- Virtual Open House Input: 75
- Input submitted via online form/email October 24-December 11, 2023: 574



There were a total of 1,069 comments contained within the 721 submissions, as many of them contained more than one comment.

It's worth noting that there were fewer form letters this time as compared to scoping and the January open houses, with 97% unique submissions.

#### 6.2 Feedback by Location

Of the feedback received, approximately 68% included zip code information, which comprised all the online forms, as well as some of the paper feedback forms/Q&A cards and emails. The comments/questions received in the Zoom virtual open house and most of those submitted via email did not include zip code data.

Feedback came from 162 different zip codes throughout Los Angeles County and beyond. The top five zip codes below accounted for 100+ of the submissions (~20% of all submissions with zip codes):

- 90024 (Westwood/UCLA): 45
- 91403 (Sherman Oaks): 17
- 90025 (Westwood/West LA): 16
- 90049 (Brentwood/Westwood Hills): 16
- 91423 (Sherman Oaks): 15

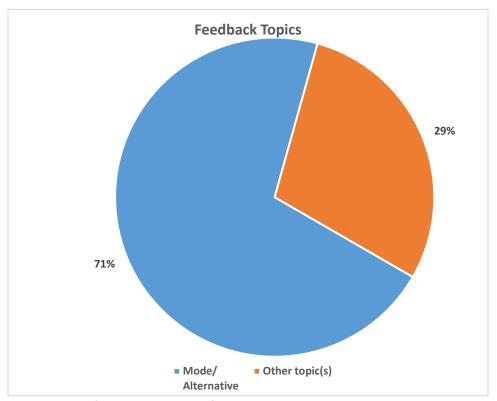
The top 12 zip codes accounted for 183 submissions and eight zip codes had at least 10 submissions each.



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#### 6.3 Key Themes

The feedback received understandably focused on the alternatives and modes with more than 500 (71%) of the submissions mentioning them.



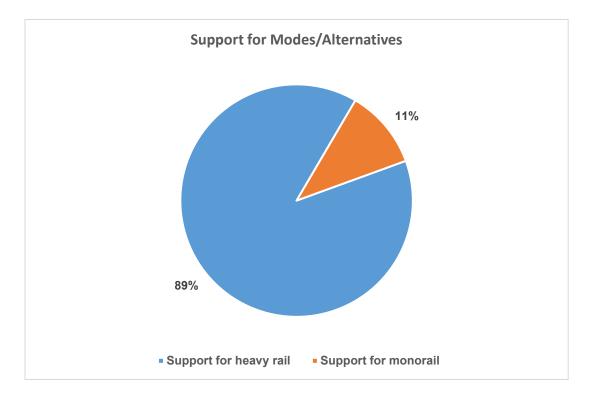
Other topics of note included the following:

- Connection/extension to LAX (39)
- General project support (35)
- Opposition to aerial configuration in the Valley/along Sepulveda (14)
- Property acquisition/impacts (9)
- Coordination with/impact on ExpressLanes (9)
- General project opposition (9)
- Interest in seeing the project built quickly (8)
- Concerns about health impacts from 405-adjacent stations (8)
- Connectivity to D Line (7)
- Access to/station at Getty Center (7)
- Connectivity to/potential of one-seat ride with ESFV (7)

Among the more than 500 submissions that mentioned a mode or alternative, 440 expressed support for at least one alternative or mode.

Of these, 89% supported one or more of the heavy rail alternatives, while 11% supported monorail alternatives.





Of the 390 submissions that specifically mentioned opposition to a mode or alternative, nearly all opposed any or all of the monorail alternatives. By contrast, 1% opposed any or all of the heavy rail alternatives.

In addition, a quarter of all submissions received expressed support for an on-campus UCLA station.

#### **7.0** NEXT STEPS

Metro is continuing technical and environmental analysis for the Sepulveda Transit Corridor Project. Additional engagement opportunities with the public are expected to be conducted throughout 2024.







# Appendix A Social Media

**Appendix A.1**Social Media Posts

#### **Social Media**

Appendix A.1



A new round of community meetings begins tonight on the 3 projects that tackle travel across the Sepulveda Pass and Santa Monica Mountains.

The projects are: the Sepulveda Transit Corridor, I-405 Sepulveda Pass ExpressLanes and the Traffic Reduction Study.

Some meetings will cover all 3 projects. Others will look at individual projects.

The meetings aim to gather public input and offer project updates. Dates + times of in-person and virtual meetings are below.

A brief description of each project:

The Sepulveda Transit Corridor Project, currently in the environmental review phase, is
considering six heavy rail or monorail alternatives between the San Fernando Valley and the
Westside. It would connect to the future East San Fernando Valley Light Rail Line, G Line (Orange),
D Line (Purple) and E Line (Expo), as well as Metrolink's Ventura County Line.

The Sepulveda Transit Corridor presentation in these meetings will focus on travel times and boardings for the six project alternatives.

Project web page: metro.net/sepulvedacorridor

 I-405 Sepulveda Pass ExpressLanes Project is also in the environmental review phase and is looking at converting the current HOV lanes into ExpressLanes. The ExpressLanes would run in both directions between the 10 and the 101 and are intended to improve traffic flows, travel times and trip reliability.

Project web page: http://405ExpressLanes.info

 The Traffic Reduction Study aims to tackle congestion in high-traffic areas in the L.A. region by exploring congestion pricing strategies. Revenues generated from tolls would be reinvested to broaden transportation choices and establish discount programs for low-income residents.

Project web page: metro.net/projects/trafficreduction/

```
In-Person Community Meetings:

Sepulveda Combined Project Fall Meeting on all 3 projects

Tuesday, Oct. 24, 2023, 5:30 - 8 p.m., Westwood United Methodist Church, 10497 Wilshire Blvd, Los Angeles, CA 90024

Sepulveda Combined Project Fall Meeting on all 3 projects

Saturday, Oct. 28, 10 – 12:30 p.m., Marvin Braude Constituent Center, 6262 Van Nuys Blvd, Van Nuys, CA 91401

Traffic Reduction Study Meeting

Monday, Oct. 30, 5 - 7 p.m., Metro Gateway Headquarters, Plaza Level, One Gateway Plaza, Los Angeles 90012
```

I-405 Sepulveda Pass ExpressLanes Monday, Oct. 30, Noon

Virtual Community Meetings:

Zoom link: tinyurl.com/405EXP Webinar ID: 899 7243 4900 Call-in number: 669.444.9171 Sepulveda Transit Corridor Project Wednesday, Nov. 1, 6 p.m.

Zoom link: bit.ly/SepulvedaNov1 Webinar ID: 828 7236 2799 Call-in number: 669.900.6833 Traffic Reduction Study

Monday, Nov. 6, Noon Zoom link: https://bit.ly/TRS1162023 Webinar ID: 885 3966 0629 Call-in number: 213 338 8477 I-405 Sepulveda Pass Expresslanes

Wednesday, Nov. 8, 6 p.m. Zoom link: tinyurl.com/405EXP-2 Webinar ID: 899 7243 4900

Call-in number: 669.444,9171

Metro is committed to ensuring accessibility for all, including those with disabilities. Those requiring an interpreter or other accommodation should contact Metro at least 72 hours prior to the virtual and/or open house meetings at (323) 466-3876.



0 71

15 comments 8 shares









Share





#### Thank You for Joining Us!

Thank you again to the community members who joined us at our in-person and virtual community meetings.

We encourage you to provide feedback by November 30, 2023 by scanning the QR Code below.



#### **Stay Connected**

TO LEARN MORE ABOUT THE PROJECT, VESIT OUR WEBSITE, EMAIL US AT SEPULVEDATRANSIT@METRO.NET OR CALL OUR PROJECT INFORMATION LINE AT 213-322-7975.



D Liked by midniter10 and 20 others

puebloysalud The recording of the virtual meeting held on Nov. 1 is available at: https://t.ly/sOXwR We would love to hear your feedback

#### EL PROYECTO DEL CORREDOR DE TRANSPORTE DE SEPULVED

#### :Gracias por participar!

Gracias a los miembros de la comunidad que nos acompañaron en nuestras reuniones comunitarias.

Le recomendamos que envíe sus comentarios a lo más tarde del 30 de Noviembre de 2023 escaniendo el código QR.



PARA ORTENER MÁS INFORMACIÓN SOBRE EL PROYECTO, VISITE NUESTRO SITIO WER. ENVÍENOS UN CORREO ELECTRÓNICO A SEPULVEDATRANSITIOMETRO NET O LLAME A NUESTRA LÍNEA DE INFORMACIÓN DEL PROTECTO AL 213.602.7875.









( Liked by midniter 10 and 20 others puebloysalud The recording of the virtual meeting held

on Nov. 1 is available at: https://t.ly/sOXwR We would love to hear your feedback

La grabación de la reunión virtual celebrada el 1 de Noviembre está disponible en: https://t.ly/sOXwR Nos encantaría recibir sus comentarios

November 16 - See translation



# Appendix B Public Feedback

**Appendix B.1** 

Westside Open House Input Forms

**Appendix B.2** 

Westside Open House Question Cards

**Appendix B.3** 

Valley Open House Input Forms

**Appendix B.4** 

Valley Open House Question Cards

**Appendix B.5** 

Virtual Community Questions/ Comments

**Appendix B.6** 

**Online Input Forms** 

#### **Westside Open House Input Forms**

Appendix B.1



DAIL. TO IZTICO	DATE:	10	124	23
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MY FEEDBACK IS REGARDING: I-405 ExpressLanes

#### LOCATION:

Sepulveda Transit Corridor

☐ Traffic Reduction Study

Bigger readable signs well in advance of the
lanes starting for tolling - RUC based on type
of vehicle, real-time congestion, number of
people in vehicle

sound barriers, plants, particulate walls to protect riders on and around aerial stations, plus surrounding communities



Metro



DATE:	LOCATION:
MY FEEDBACK IS REGARDING:	I-405 ExpressLanes Sepulveda Transit Corridor Traffic Reduction Study
	STC: Please Support Alternative 4 because of ridership potential
	B Coverage of San, Fernando Valley,
	405: Please consider a Contraflow
	lane it space is 1 mittech
	to Culver City B CAX



DATE:	LOCATION:
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study
	I strongly support Alternatives  4-6 for their direct access to the UCLA  campus. The ritership numbers showcased  today, especially form Alternatives 4-6, which  are clearly more entrained by their briner  numbers. It's Metro's responsibility to serve
Metro	expectations by the state for UCLA, it's impirated to best selve the coumpus



DATE:



LOCATION:

Sepulveda Transit Corridor Traffic Reduction Study

I strongly support Alternatives 4-6 for their direct access to the UCLA campus. The litership numbers showers today, especially form Alternatives 4-6, which are dearly more efficient by their higher numbers. It's Metro's responsibility to serve as many people as possible. Especially with growth expectations by the state for UCLA, it's imprime to best serve the compus





DATE:	LOCATION:
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes
	1 choose option 5 and 6
	to support the VCLA
	Shalent population.
	Heavy vail is
	faster and better
	for studento with
	accessibility need o!
	( westwood is not the
	accessibity friendly)
W Motro	



DATE: MY FEE	D W DBACK IS REGARDING:	☐ I-405 ExpressLanes	LOCATION: Sepulveda Transit Corridor	☐ Traffic Reduction Study
		be buil	learly superior. Useding transit for hat means the superior superior. It hat means the superior to the best.	He long term, lowest travel
M	Motro			



DATE:	LOCATION:
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes
	Support is opt. 4. It matches the density well and allows cheaper cost owrall
Metro	



DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	negative billiona	ption. Mono rail 1 e outcomes but is irs. Heavy rail is accesi pre for all	better for
<b>M</b> etro			



DATE:	LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study	
	Alternatives (1), 5, 6 are the best options. Metro must to make the clear right choice for terms: I wike a steady the alternative when the STC will be more imized to its fall potential	ų,
Metro		_



DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	□ Traffic Reduction Study
	1 L . 1.	sant to give a hoge of start and commandate Personally, I encourage we 5 in terms of rail But keep up all the	V 11 V
Metro:			



LOCATION: Westwood DATE: 10 /24 Sepulveda Transit Corridor Traffic Reduction Study ☐ I-405 ExpressLanes · The Transit Corridor Westside terminus needs to be at sepulveda Station because it connects to the culvercity 6 bus that goes to . The rail cars need to be interchangeable w. the existing lines Box Avoiding Bel Air could avoid improve bus reliability, leople's destinators are not aways close to a transtation



		The same of the sa	
DATE:	a trong	LOCATION:	The state of the s
MY FEEDBACK IS REGARDING	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	higher public in the hee are in not just	ridership forecasts are for these attemptives overwhelmingly in the vail attemptive in the best interests in t	e significantly  s & the  havor of  themetives 4-6  of the people
	The state of the s		
Metro			



DATE:	10	124	2023
			- 0 0 3

☐ I-405 ExpressLanes

LOCATION: Westwood

☐ Sepulveda Transit Corridor

☐ Traffic Reduction Study

As a constituent a UCLA student, I am in support of a heavy rail option w/ a stop at UCLA (4-6) Chateway Plaza and drect connection to the D-line. This option world help us students truel convincently & efficiently. I do not support any I pole into widing the freeway as it can take a longer time & has enviro outcomes on the community commonly it.





DATE: 10/24/23

LOCATION: Westwood

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

I am writing to support the Heavy Rail alternatives for the Transit Comder, Public transit shuld serve as much as the public as possible, and as your videship estimates should the heavy rail alternatives would allow for the greatest raiship and access - especially for UCLA strelents, facility, and employees. Effective reliable public transit that July connects to the rist of Metro is control to ening equitable access for students to reach horsing employment and recreation.





DATE: 10 24 23	LOCATION: Westwood united Murch
MY FEEDBACK IS REGARDING	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study
	I'm a student at MUD and resident
	of a heavy rast option (4-6).
	As someone who grew up in the
	San Fernando Valley, I had no choice
	but to move to Wastwood in order to
	continue my studies at UllA. Dung



DATE:	LOCATION:
MY FEEDBACK IS REGARDING: $\Box$	l-405 ExpressLanes Sepulveda Transit Corridor 🔲 Traffic Reduction Study
	Please build Alternative 5 Thanh you very much for your fine!
	Thank you very much for your fine?
M	
Metro	

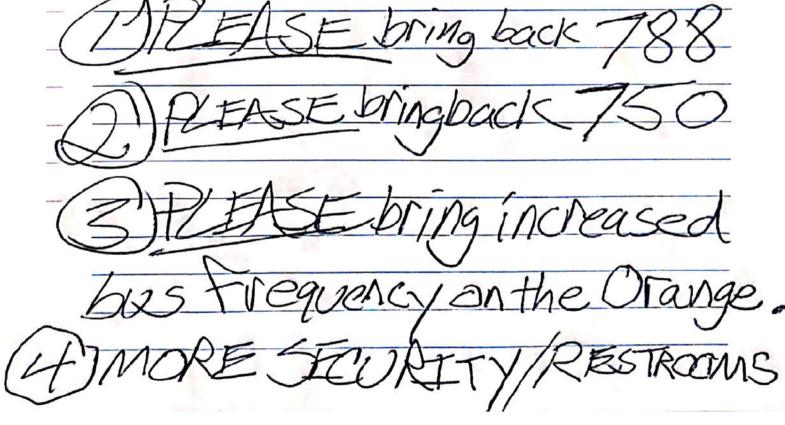


DATE:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes

Sepulveda Transit Corridor

☐ Traffic Reduction Study







DATE: MY FEEDBACK IS REGARDING:   1-405	ExpressLanes	LOCATION:  Sepulveda Transit Corridor	☐ Traffic Reduction Study
	<u>express</u>	current UCLA students my support for Haratives 4-6. The nec	teary Rail
	stop thousa	on the UCLA com	pus is great for staff who would
	_ projec _ trains	tions, and potential with the D Line	also reflect this.
Metro		e of the higher costs, . these factors in narrowing	





DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	I really.	N for the presentation! hip projections of all hope you pick AH 4 highest ridersky!	After seeing the 6 alternatives, or 5 b/c they
			7.
			100
W Metro			



n		T	
D	A		c.

LOCATION:

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

🖾 Sepulveda Transit Corridor

Corridor. It has a direct stop at UC

☐ Traffic Reduction Study

AH#48 #5 for Suplieda

transfer with the b & B & G Imes. Being undergound provide toxclusive right-of-way & a high Capacity of 28,000 states Aph. In contrast AltHI-3 I very likely have underestimated casts due to shally assumption. For examples AltH3 requires a CALITIANS waiver that CALTIANS is unlikely by gent. In coddition, mak capacity is likely arand 16,000 Aph 15. AltH 5-6,15 28800 pph.





DATE:		LOCATION:
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor
	Please VCI	have an alternation that offer by
	-75	
	,	
	(6)	
	No.	
Wetro		



DATE: 10/24/2023

MY FEEDBACK IS REGARDING: I-405 ExpressLanes

LOCATION: Works

Sepulveda Transit Corridor

☐ Traffic Reduction Study

times, the greatest ridership numbers, and the greatest impact on improving possible distance traveled in an hour. As a ULLA Student, these peops I know these proposals have the greatest potential for improving students' access to the Valley and the resources of other areas of the city. There is no logical reason for going with the monorait or no project options.

The heavy rail proposals with stops at UCLA

are projected to have the fastest travel





DATE:	0	1241	v3
-------	---	------	----

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

LOCATION: Westwood United Church

Sepulveda Transit Corridor

☐ Traffic Reduction Study

As a UCLA shudent 1 strongly prefer the
heavy rail atternatives 4-6 with the direct
connection to the Gateway plata Furthermore,
the reduced rider time of will have
exponential benefits. I would love to get in
contact with someone involved in the STC
project at meno to help educate UCLA's
student way, please contact me by
email.





DATE: (0/24/23

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes Sepulveda Transit Corridor Traffic Reduction Study

LOCATION: Westwood United Church

Really enjoyed seeing rilership into as cell as how the face you can get in an how with the STC!! The STT Deems like it will fraghically pulace commands. I will personally say that I am very strongly in favor of the heavy rail alternatives 4-6. It seems like they will had so much more carpeatly which I thought in portant. They also are just a bit from the 12 very important. They also are just a bit from the 14 less efficient honoril 1-3 alternature. As a should of UCLA, hung a method ship on company would be infamily helpful for ofething and the capy!





DATE:	LOCATION:
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes Sepulveda Transit Corridor ☐ Traffic Reduction Study
	Leclines) Option ( (Hard Rail-VN)
	15 now seemingly the quickest
	n path (in terms of time) to WLA.
	thatsworth 913+1 Initially, I had voted
	for Sepulvader (Option 4.5) but the
	simplest and most expedient wine out
	Thoughts want express larges exaccerbate the existing issue?
<b>Metro</b>	Construction work to happen (e.g. cosmogelden)
	Construction work to happen (e.g. comogeddent)

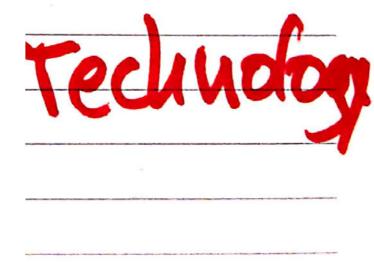


DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	Asa	UCLA Student and	passionale
	cummunity	member, I believe	( that
	alternati	ves 4,5, and 6, as	e the best
	options	for everyone. Selin	g the day
	on rid	ership and travet	jime makes
	it clear	- that these all	crnatives are
	in the	best thterest of	- energone
	sing	LA Metro.	J
	ر ن		
Motro			7

#### **Westside Open House Question Cards**

Appendix B.2

DATE. LOCATION.	
MY QUESTION IS REGARDING:	
☐ I-405 ExpressLanes ☑ Sepulveda Transit Corridor	
□ Traffic Reduction Study	
With the length of this project, timewise,	
how are you planing on facilitating	
the Newest, greatest nolling Stock Possible	7
the I believe Modernerity to be the	
Greatest factor in ensuring this Project	
Stars Viable Comparel to other transit	
Systems. Heavy Rail All The Way!	



DATE:	LOCATION:
MY QUESTION IS REGA	RDING:
☐ I-405 ExpressLanes	Sepulveda Transit Corridor
☐ Traffic Reduction Study	
Current Me	to statums land
ourking 15	s have a objection
of simple	to help it idens
Frew Their	ways Will there
be Lotters	and more sizing
in The b	stare;



DATE: LOCATION:
MY QUESTION IS REGARDING:
☐ 1-405 ExpressLanes Sepulveda Transit Corridor
☐ Traffic Reduction Study
How will construction affect traffic for
How will construction affect traffic for each of the alternature
/ MAHUCHTON
Conto
1 mest
moact

Share your quest	ons
DATE:	OCATION:
MY QUESTION IS REGAR	
☐ I-405 ExpressLanes	💆 Sepulveda Transit Corridor
☐ Traffic Reduction Study	.1.7
Is the	re possible
design varia	stions for
the HRT	rockes? Such
us moving	the elevated
portal forth	Dertity 4
	•

PHONE	005	Can	1	040	05
EMAIL		7		7.0	
MAILING ADDRES					
CITY, STATE ZIP					

DATE:	LOCATIO	ON:	
MY QUESTION  I-405 Express	IS REGARDING Lanes 🛣 S	: Sepulveda Trans	it Corridor
☐ Traffic Reduct	ion Study & o	400	< XB / BIC
the	8155	er en ce	214
Dox 45	ding;	ese m	monoral
V3 5 W	Bus	3 M	net.
CFT	Alex	えるいかい	, ue
00 36	-swat	ions.	
ORGANIZATION	bus l	DOC	2
PHONE			le
EMAIL	ogra	NO T	
MAILING ADDRESS		2	20
CITY, STATE, ZIP	CHEKA	COPT	.0

Share your questions
DATE: MY QUESTION IS REGARDING:
Since the travel times and the
rituship numbers are clearly convar
for the subuling options than the
manerail option, why centiture to
waster money studying the
mar a mil options.
NAME
ORGANIZATION
PHONE
EMAIL STORY OF GUIL
MAILING ADDRESS
CITY, STATE, ZIP

DATE: 10/24/23 LOCATION: Westwood
MY QUESTION IS REGARDING:
□ I-405 ExpressLanes ✓ Sepulveda Transit Corridor
□ Traffic Reduction Study
What were the most popular
alternatives in public comment?
How important is it for Metro
to respect the opinions expressed
in public somment?
Stephonie.
NAME
ORGANIZATION - COMPANY TO THE TOTAL ORGANIZATION - COMPANY TO THE
PHONE OF THE PROPERTY OF THE P
EMAIL
MAILING ADDRESS
CITY, STATE, ZIP
Lacta

DATE:	LOCATION:	
MY QUESTIO	N IS REGARDING:	
☐ I-405 Expre	ssLanes 🗹 Sepulveda 🛚	Transit Corridor
☐ Traffic Redu	action Study	
What benef	fits do the manorail	alternatues
(1-3) have	over the heavy rail	alternative
(4-6)?	As 4-6 all hour ma	Ther boarding
	nd faster travel tim	
10	Her	
NAME		
NAME	BOUPLY	5 0
ORGANIZATION	126110	
PHONE	0001 400 516	04
EMAIL C	19ET VOM 19	
MAILING ADDRESS		
CITY, STATE, ZIP		

## LOCATION: DATE: MY QUESTION IS REGARDING: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor Traffic Reduction Study NAME **ORGANIZATION** PHONE EMAIL MAILING ADDRESS

Share your guestion

CITY, STATE, ZIP

questions.
DATE: LOCATION:
MY QUESTION IS REGARDING:    I-405 ExpressLanes   Sepulveda Transit Corridor
Traffic Reduction Study
WILL YOU BE ANALYMY
THE ENDROMNETHE IMPER
ON RIGHTS WHO ARE FORER
TO READY IN ATP BULDING
EMAIL PARTICISS AT
CITY, STATE, ZIP HOVERING OVER
THE 405 FRAGWAY (MONORALL)

DATE: LOCATION:
MY QUESTION IS REGARDING
☐ I-405 ExpressLanes Sepulveda Transit Corridor
Traffic Reduction Study
Wefer -
Why don't you tell
Everyone the truth-any
underground solution with tunneling
will cost toak a mile - at 12 miles
long trats \$ 248 - YOU have \$881,
for this project - with litigation it
vill cost more - from an economic
Naybirt of view - Monorall, makes
ORGANIZATION ECONOMIC SENSE and make
PHONE WAS need it e For all those

DATE: LOCAT	ION:
MY QUESTION IS REGARDIN	g:
☐ I-405 ExpressLanes	Sepulveda Transit Corridor
☐ Traffic Reduction Study	
	111
With the of	21/2013 deferme
between Monal	and and Henry
Rail Afternative	8 in Properto
videnslyp + Egge	Jaly (S)
many vail 5 toll	self and and
Also why is &	were yo
extension +	o LAK
and drenth	bely considered)
PHONE	

DATE:	LOCATION:	
MY QUESTION IS		
☐ I-405 ExpressLar	nes 🔼 Şepulve	da Transit Corridor
☐ Traffic Reduction	1 Study	
		( 1
Why	en (m	onth
yea	6) 10	ノンベ
1		
DE	IR	be
a 1.0	en to	Prolitic.
ightharpoonup		
UKGANIZATION		
PHONE	/	
EMAIL	ready	
MAILING ADDRESS	-1/107	ored
CITY, STATE, ZIP	au700	

DATE: 10/73/23 LOCATI	ON: Westwood
MY QUESTION IS REGARDING	<b>;</b> :
☐ I-405 ExpressLanes	Sepulveda Transit Corridor
☐ Traffic Reduction Study	
when considers	ra success with
each option, who	I metrits are
being prioritized?	Richership?
travel times? Colle	HIDD GOODDERAD
what will be a	, ,
factor?	
1	

DATE: LOCATION:  MY QUESTION IS REGARDING:  ☐ I-405 ExpressLanes Sepulveda Transit Corridor  ☐ Traffic Reduction Study
How will you provide safety to ridus?
There are currently several incidents
Reported on trains that arreduce
 to lack of protective services.

DATE:	LC	OCATION:
MY QUESTIC		Sepulveda Transit Corridor
☐ Traffic Red	•	
Does or	ie of +	he alternatives
for the	Sep. tr	ansit Corridor
require.	taking	homes from
the Brown	wood &	der Neighborhood
I VIC TO THE	0000	
NAME		
ORGANIZATION		
PHONE		
EMAIL		
MAILING ADDRESS		
CITY, STATE, ZIP		

uestions. Share you Sepulveda Transit Corridor ☐ I-405 ExpressLanes Traffic Reduction Study 6 bus to the air

Share your questions.
DATE:  MY QUESTION IS REGARDING:  Sepulveda Transit Corridor  Traffic Reduction Study
Has any survey been
at VCIA? What are ocia's
Student & faculty bodies' melevences?

DATE: LOCATION:		
MY QUESTION IS REGARDING:		
□ I-405 ExpressLanes ✓ Sepulveda Transit Corridor		
☐ Traffic Reduction Study		
I've heard about differences		
between station access/placement		
in the alternatives that provide a		
direct stop on the UCLA compus.		
Can these differences be explained		
in detail?		

DATE:		LOCATION:		
MY QUESTION IS REGARDING: ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor				
☐ Traffic Red	duction Stud	у		
Do Hu	fare	collection	n syst	cms
remain		same th		
all		otions?	What	<u>îs</u>
Meton	don	to limit	- Gare	evasion

DATE:	LOCATION:
MY QUESTION IS REGA	ARDING:
☐ I-405 Express Lanes	Sepulveda Transit Corridor
☐ Traffic Reduction Stud	у
Are you studying o	tranging population
	- \
patterns of people	e who may change
	to the Valley as a
result of areate	r connectivity to the
west side? Mig	Int that affect housing Supply?
	Subbia;

MAILING ADDRESS

CITY, STATE PROCESS

SUPPLY

DATE:	LOCATION:
MY QUESTION IS REC	
☐ I-405 ExpressLanes	Sepulveda Transit Corridor
☐ Traffic Reduction Stud	dy
HOW AR	EYW
ANALY 211	NG 17HE
FNARON	MENTAL IMAGES
ON ROGE	s with would
BE WATT	NG AT STATIONS
HOVBUNG	NER THE 43
PARW/NY-	BRATIANS IN TSTREFAMILIANT
CAR EXHOUS	T ST TRUE POATICULANT

Share your questions	
DATE: LOCATI	
☑ I-405 Express Lanes ☑ S	Sepulveda Transit Corridor
☐ Traffic Reduction Study	> Decrease
Do These Plans	address use due
REMOTE OFFICES &	nd/or
Autonomous ve	hicle 5
Demance	Hodelling

LOCATION: MY QUESTION IS REGARDING: ✓ I-405 ExpressLanes ☑ Traffic Reduction Study ARE

Share your questions. LOCATION: DATE: MY QUESTION IS REGARDING: 1-405 ExpressLanes Sepulveda Transit Corridor Traffic Reduction Study NAME ORGA\*"7 PHONE EMAIL

CITY, STATE, ZIP

MAILING ADDRESS

#### 

THE DRAFT EIR FOR EACH OF THE 3 PROTECTO

NAME

ORGA

PHON

EMAIL

MAILII

CITY, STATE, ZIP

DATE: LOCATION:	
MY QUESTION IS REGARDING:	
Sepulveda Transit Corrido	or
Traffic Reduction Study	
WHICH PROTECT	
ALTERNATIVET HAVE	
THE POSENTIAL OF	
USING EMINENT	
Dompin For	
RIGHT OF WAY (ROW	)?
NAM	
ORG.	
PHO	
EMAIL	
MAILING ADDRESS	MA ALPIN NE SECRETARIO
CITY, STATE, ZIP	

Relev

DATE:

LOCATION:

MV	OII	FST	ION	15	REG	ARI	DΙ	N	G:
M I	Ųυ	LJ	011		.,		-		

I-405 ExpressLanes

Sepulveda Transit Corridor

▼ Traffic Reduction Study

There in Brentwood Glean
To there any construction or
land aguistion expected in
any project North of the VA,
West of Sepulveda and south
of sunset

NAME
ORGANIZATION
PHONE

CITY, STATE, ZIP

MAILING ADDRESS

EMAIL

VA

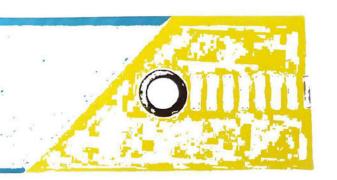
DATE:	L	OCATION:		
MY QUESTION		DING:		
∠ 405 Express	Lanes	Sepul	veda Trans	it Corridor
☐ Traffic Reduct		221	,	- 1
If you a	hose o	ne of the	& Mon	orall,
alternati	NA di	oisht	hatd	efeat
the purpos	10 of 2	to ell	MSS	lanes
	loca		en the	the
	will	p. See	ms lu	pl
it was co	IST M	ore an	dua	Sel
money of	orthe	build	out	7
LANSIS	1) lg	ne		)



#### **Valley Open House Input Forms**

Appendix B.3

# Nexision



DATE:

LOCATION:

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

Sepulveda Transit Corridor

Traffic Reduction Study

La AT WHAT POINT DOES SAFETY
BECOME A PRIORITY? IN EFFECT,
ENFORCEMENT, CRIME PREVENTION,

ITHUK AND TOUR RIDERSHIP WOULD BE GREATLY ENHANCED IF AUL MANSIT GOULD BE CONSIDERED SAFE, THE VIOLENT CRIMES - MEETS,

ASSAUCTS, BTO: - MAKE THE NEWS MAY BE SET PURECT A SMALL PERCEPUTAGE OF PUBERS, BUT THEY INDIRECTORY AFFECT A CARGE DUMBER OF PUTENTIAL PURERS.

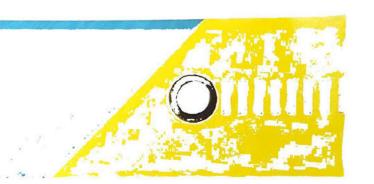


### Next stop: your load



DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ 1-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	I'm glad intornation Istill are the support	believe that alternatives	ship and speed attres. 4,5, and 6
Metro:			

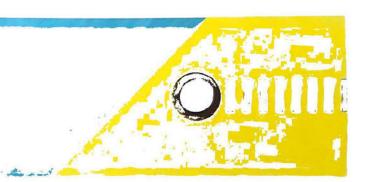
### Nexusiopsyour lead back



DATE:		LOCATION:	
MY FEEDBACK IS REGARDING:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
	For all phay Mar of wilt Scoster Station	broject det alterna fro approach poss i-modal concepts ( share etc.) into parting?	tivas - how will sible incorporation i.e. bike share, station dosign/
Metro			

and a series

# Nexistophyour and construction



DATE: MY FEEDBACK IS REGARDING:	LOCATION:  □ I-405 ExpressLanes  Sepulveda Transit Corridor  □ Traffic Reduction Study
	Have you considered making it easier to get from Frein to the vail live farger? It takes
	a bince / rideshare wouldn't be ideal. Think a great idea hould
Metro	be to add parking facilities crossover to get on the stop the

# Next stop: you k.



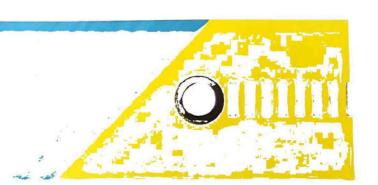
DATE:		LOCATION:		
MY FEEDBACK IS REGARDING: 1-405	ExpressLanes	Sepulveda Transit Co	rridor [	Traffic Reduction Study
	VCLA. I think would b		the be	to account.  h CAlternate 5.  to preside
Matro				

# Next stop: your feedback.



DATE:	LOCATION:  □ I-405 ExpressLanes  □ Sepulveda Transit Corridor  □ Traffic Reduction Study
MY FEEDBACK IS REGARDING:	
	I support heavy rail a.  I also want the stations away
	from Eartraffic and dedd conlin
	of the city. Green line station
	freeway has damaged my hearing
	, , , , , , , , , , , , , , , , , , ,
	Whay are ne considering a mercha!?
	Many are ne considering a merchail? Monograil is a train withorty one track
	and much more expensive. Do we
Metro	live in a Simpson anivere?

# Next stop: Your Land of



DATE: MY FEEDBACK IS REGARDING: 1-4	05 ExpressLanes	LOCATION:  Sepulveda Transit Corridor	☐ Traffic Reduction Study
	will pa	LESCELL al alfon	eh prop. acquisiti.
Metro:			

## Next stop: your feed lock



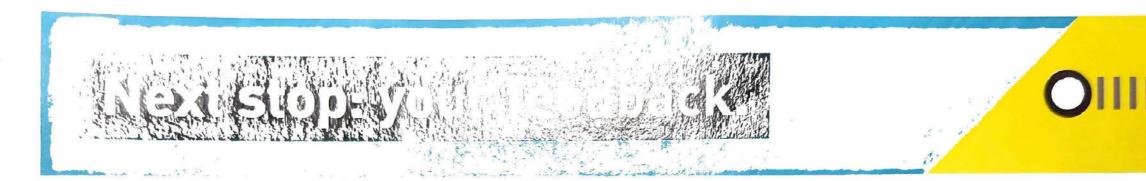
DATE:	10/	123	/23
			L.

MY FFFDRACK IS REGARDING: 1-405 Expressiones

### LOCATION:

Sepulveda Transit Corridor Traffic Reduction Study
I am Supporting At. #5.
Itwill provide the most
Capacity for this
Community. I would like
to know if Metro Can
consider a onertale seat
usde for the GEN North SPL
riders.





		-	-	
1 1	-		ъ.	1
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MY FEEDBACK IS REGARDING: 1-405 Express Lan

### LOCATION:

- 1 1		
Sepulveda	Transit Corridor	□ Traff
o cp a caa		_

☐ Traffic Reduction Study



### Próxima parada: sus comentarios.



FECHA:		UBICACIÓN:	1.2
MI UDINIÚN EZ VCEBCY DE.	□ 1405 EvpressLanes	Sepulveda Transit Corridor	Traffic Reduction Study
	Comm	project needs high needs co high needs co hormation on wh be in needed.  unity most in p omic hardship paying to go -	should not

### ODH VOLUME CONTRACTOR OF THE C



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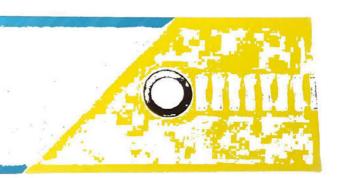
LOCATION:

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

Sepulveda Transit Corridor Traffic Reduction Study

TRANSIT OFTIONS HAVE BEEN SPOREN ABOUT SINCE 1980'S WITH 2030 PROJECTED. NOW NOTHING WITH 2045 PROBECTED. NONE OF US WILL BE AROUND BY THE TIME ANYTHING IS POSSIBLY DONE. INTECONNECTIONS ARE SO BAD MOST PEOPLE WILL STILL DRIVE EXCEPT FOR SMALL NUMBER DIRECTLY OFF 570 AS. LAST MILE OPTIONS GENERALLY DON'T WORK ON EITHER END. PEOPLE USE STELLEST MILE OPTIONS

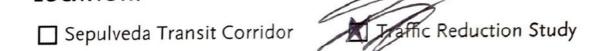




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D	M		-	

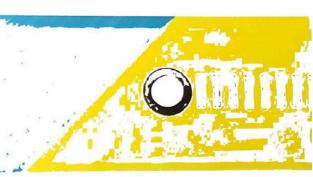
MY FEEDBACK IS REGARDING: I-405 ExpressLanes

### LOCATION:



TRAFFIC LANES ALREADY TO NARROW. MIKING THEM NARROWED ONLY INCREASE ACCIDENTS. ESPECIALLY CAR/TRUCK AS NOT ALL TRUCKS ARE IN RIGHT LANE NO SHOULDER IN MUST PLACES 50 METRO TOW TRUCKS I EMERGENCY VEHICLES CANY GET THROUGH





		-	_	
12	a.		-	-
_	~		_	

MY FEEDBACK IS REGARDING: 1-405 ExpressLanes

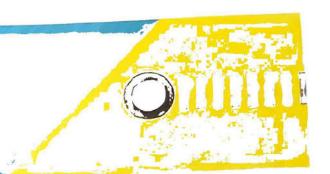
### LOCATION:

☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study

JUST ANOTHER WAY TO SCREW US FOR LIVING IN 7HE VALLEY NOTALL OUR DESTINATIONS CAN BE GOTEN TO BY TRANSIT OR ARE BETOND THE TRANSPORTATION CORRIDOR THE VALLY HAS BOEN SCHEWED OVER IN EVERY METRO PROSECT



ORANGE LINE DOESN'T WARK-BUSES HOLD LESS THEN A CRAIN CAR + CAN BE ATTACHED TO HOLD MURE. CAN DRIVE ACCOSS VALLEY IN HALF THE TIME



BAD BUS LANE POLICIES

DATE:

MY FEEDBACK IS REGARDING:

1-405 Express Lames

- Sepulveda Transit Corridor

☐ Traffic Reduction Stud

RESEDA & PARTHIMA Northbound Bystop Put the bus back in the bike lane. It's counter productive to make the bus stop in the middle lane. It so conjes I rush how traffic it adds to Fraffic light idleing increasingly green house gases and smag. (Allhh) Make the

ina zero emaissions

M

Metro de la composição de la composição

### **Valley Open House Question Cards**

Appendix B.4

# Share your questions.

DATE:	LOCATIO	ON:	
MY QUESTION IS	REGARDING	•	
☐ I-405 ExpressLar	nes 🔲 S	epulveda Trans	it Corridor
☐ Traffic Reduction	1 Study	A september 1	
DIS the	V.A. ba	cilily	on
wilstine B	End a	target	o d
destination	n like	MCLA	?
Coul	nect	104	10
		1 /	
NAME	e V	A	
ORGANIZATION			
PHONE			
EMAIL			
MAILING ADDRESS			
CITY, STATE, ZIP			

### Share your questions.

DATE:

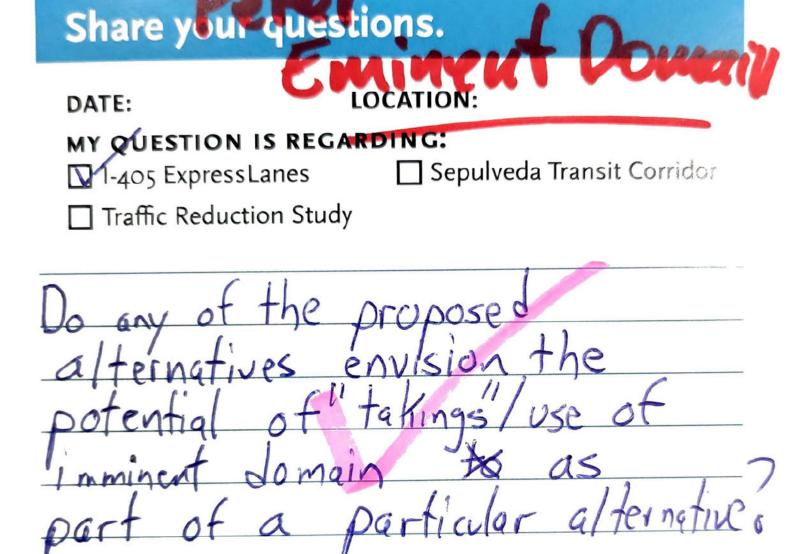
LOCATION:

MY QUESTION IS REGARDING:

Sepulveda Transit Corridor

OF EACH OPTION

Cost 4 Tune france



# re- on differious for sol

MY QUESTION IS REGARDING:    I-405 ExpressLanes	LOCATION:
☐ Traffic Reduction Study	TION IS REGARDING:
Don loute would	Reduction Study
1) and would	
1190	Iso would
ansmetroi faht	he take
Constitution of the	shull to
Swam Stant DATE	1 STAM DATE
Lace March 1910HO	ANDION VIDEON

## Title jourdresions of then

MY QUESTION	ON IS REGARD essLanes luction Study	ING:	reda Transit Corridor
hhy	should	ne	continue Hernative
when it	seems	The	hear rail
alts. ha	tall the	1 hg	he sidership

# Share your questions.



DATE: 10/28 LOCATION:
MY QUESTION IS REGARDING:
☐ 1-405 ExpressLanes Sepulveda Transit Corridor
☐ Traffic Reduction Study
What are the funding sources
Le the time t worldwar What is
the expected splot bct. local / State / Tedera
Would 100% of budget se
Secured pro to construction Commercing?
Fouding Sources
NAME
ORGANIZATION
PHONE
EMAIL
MAILING ADDRESS
CITY, STATE, ZIP

### Share your question

DATE:	LOCATION:
MY QUESTION IS R	EGARDING:
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☐ Traffic Reduction Study
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### a your questions.

DATE: 10-28 -2023 LOCATION: Van Nuys

MY QUESTION IS REGARDING:

☑ 1-405 ExpressLanes

Sepulveda Transit Corridor

Traffic Reduction Study

for meeting held at Braude Building on Van Nuys, Wh Was the parking garag not kept open for attendees? Staff was allowed to park my arage by 9 a, m. and then the gate was closed

### Share your questions.

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CO	re .

DATE: LOCATION:
MY QUESTION IS REGARDING:
☐ 1-405 ExpressLanes
Traffic Reduction Study
The nidership forecast numbers for
the STC afternatives are for 2049,
paid on the SCA6 Regional Trainsportation
Plan - What does This plan consist of?
Does it depend on vet mount to be
proposed projects
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Virtual Community Meeting Question/Comments
Appendix B.5

	STC Virtual Open House - Main Webinar Q&A		
	11/1/2023 6:00 PM		
	Workshop Questions and Comments		
#	Question/Comment		
1	Will the Sepulveda Trasnit Corridor project connect with the East Valley LIght Rail Transit Project?		
	Support Heavy Rail Alt 6 to Metro RR station. ConstrMgmt for Red Line Phase 1DTLA.		
2			
3	Will slides/pics be online tomorrow -give address??		
	Thank you, could you please include the presentations or the Dropbox link on the metro.net/projects/sepulvedacorridor page so		
	people can find it after this webinar?		
5	When do you anticipate the Draft EIR/EIS will be published for public review?		
	Will the monorail project use a propritery monorail technology, and, if so, why should it even be considered given the vendor lock in		
6	with a company that could be sanctioned by the us government in future?		
_	This project has to have a station at UCLA, not a bus transfer away, not a people mover away, but a station actually at it. When is		
- /	Metro going to announce that Alternatives 1 and 2 have been dropped from further consideration?  I would really love to see the Sepulveda Transit Corridor join with the East San Fernando Valley Transit Project, as a 1-seat ride. Is		
0	that being studied at all? Are there any cost savings that can be had from merging the two projects together? I noticed "growth induction" as one of the evaluation critera in the Environmental Impact study. Is "Growth Induction" considered a		
a	positive good outcome, or a negative undesirable outcome?		
	How accurate have Metro's transit ridership models been in the past? Has the accuracy of previous ridership models been compared		
10	to actual observed ridership numbers?		
	What are the plans to improve quality of service on connecting lines (D, E, G lines)? Are there plans to modernize trains and/or		
11	improve cleanliness (particularly for the D line) or improve headways?		
	What is being done to accelerate this project? Why isn't this being combined with the ESV LRT project?		
	When will Metro release the specific assumptions behind the ridership model?		
	I live in Brentwood Glen. I have heard that you are looking to move the wall on the westside of the 405. this would greatly affect our		
15	neighborhood. What alternatives do you have?		
	Also, will Metro commit not to holding public meetings/presentations like this at the same time as the Metro Service Councils? Tonight		
16	is the monthly meeting of the Metro San Fernando Valley Service Council. This prevents stakeholders from participating.		
	Am I reading the UCLA travel times slide correctly? Is it stating that travel from Van Nuys to UCLA would be twice to three times as		
17	long for the monorail options compared to the heavy rail option		
	While the Sepulveda Transit will require its own maintenance, is any of the equipment or parts for heavy rail options interchangeable		
18	with other heavy rail lines such as D?		
1 40	Are the projections based on SCAG 2045 projections or based on Metro manipulation??		
19	Harry will the additional doubt of dispusary upday Capulyada on the posts aid a surely aid a surely aid in Altauration F		
20	How will the additional depth of digging under Sepulveda on the north side as well as the south side in Alternative 5 as opposed to		
	Alternative 4 affect construction?		
21	What is the difference in capacity between the monorail and heavy rail options?		

	How quickly can the 405 Express Lanes be implimented to help provide seed money to operate the Sepulveda Transit Corridor? So
22	many folks are pitting monorail vs automated rail not realizing that both technologies are going to cost a lot annually to operate
	Thank you Peter for the response to my question about ridership model accuracy. However, it felt like a non-answer. My 2nd question
	(Has the accuracy of previous ridership models been compared to actual observed ridership numbers?) is a simple yes/no answer.
23	Can you please provide a yes/no answer?
	How are both the Monorail and Heavy Rail routes being prepared for the potential of earthquakes?
	From the Both the Monoral and Froaty France Being property for the potential of cartiquation.
25	How to the monorails plan to accommodate for individuals with disabilities, families with children (strollers), and travelers (luggage)?
	When the 405 expansion occurred previously, traffic, noise, and vibration impacts were quite severe to those adjacent and within 1
26	mile. How will that projects experience be addressed so they don't adversely impact the same properties
20	Thank you Peter for addressing my question about combining the Sepulveda Transit Corridor with the East San Fernando Valley
	Transit Project. However, he did not answer my 2nd question: Are there any cost savings that can be had from merging the two
27	projects together?
21	projecto togetilei :
	In the interest of reviewing cost vs function fairly between bidders, will the BYD monorail options (alternatives 1, 2, 3) costs be inflated
	to incorporate unlisted costs that Bechtel alternatives 4, 5, and 5 will not have? Specifically, Caltrans right-of-way mitigation costs,
00	platform extensions required to meet the advertized ridership, and building connections from the platforms and the actual locations
	people end up (UCLA station for example). Options 4, 5, and 6 do not incur these costs per your information.
29	Have you thought about express service tracks/sidings for future Van Nuys to LAX to replace the LAX Flyaway?
	Hello. It appears the best choices for this project is Alts. 4-6. They have the fastest travel time (Alt. 6), and they have the highest
	weekday boardings (Alt. 5). Personally I prefer Alt. 6 because of how easy it would be to merge the East SFV rail and the Sepulveda
	rail (which would make ridership jump exponentially [as mentioned in the meeting] which is what we want in order to precent
	greenhouse gas pollution and get cars off the road). Just increase the rail frequency exponentially.
	Will Metro commit to installing anti-evasion fare gates along the Sepulveda Transit Corridor?
32	What is metro doing to ensure feedback from actual riders of the Metro system?
	What is the possibility to study an alternative that is a grade separated alignment of the LRT, different than what was studied earlier in
	the process? For example study Alternative 4, 5 and 6 but using LRVs. With Monorail or Automated Rail trains will introduce a brand
33	new technology to the network that has an added cost to the larger network for maintenance and operations?
	How to the monorails plan to accommodate for individuals with disabilities, families with children (strollers), and travelers (luggage)?
35	Having a station within the UCLA campus should be one of the main priorities of this project.
	How do future extensions factor into your decision-making for this first segment? Would any of these 6 alternatives preculde future
36	extensions, e.g. to NoHo Station or the planned HSR station at BUR?
37	When will Metro start to include detailed study of the N/S rail corridor extension between West LA / UCLA south to LAX / South Bay
	How important is connectivity to other transit lines when evaluating transit options? Station locations for some options do not seem to
38	emphasize transfers resulting in long walks to transfer to/from the G line for example.
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during many years of construction?  40 Is Metro considering car/truck tolling (i.e. over 405 Sepulveda Pass) to help fund rail project?  41 Will there be bicycle facilities along the Sepulveda Transit Corridor?  42 Do you have any information on work expected to be completed by the 2028 olympics?  Was any design consideration done in LAX transit center station currently being built with the idea that this project will need to eventually connect to it?  The Sepulveda Transit Corridor was included in the 28-by-28 initiative announced by former LA Mayor Garcetti. However, the current forecasted opening on the LA Metro website is 2033-35. Are there any plans by LA Metro to accelerate the project?
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43 eventually connect to it?  The Sepulveda Transit Corridor was included in the 28-by-28 initiative announced by former LA Mayor Garcetti. However, the current forecasted opening on the LA Metro website is 2033-35. Are there any plans by LA Metro to accelerate the project?
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44 forecasted opening on the LA Metro website is 2033-35. Are there any plans by LA Metro to accelerate the project?
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45 to there any report for the analyses?
45 Is there any report for the analyses?
Is it possible that LA Metro in the future could come back and look at merging Sepulveda Rail & East SFV rail? And if possible, what
46 steps would LA Metro need to do so?
Apologies if this was answered (I got disconnected) but am I reading the UCLA travel time slide correctly? Does it say that travel time
47 from Van Nuys to UCLA is twice to three times as long via the monorail options compared to the heavy rail options?
If Alternative 6 is chosen along Van Nuys, could there be plans to built transfer portals between the East San Fernando Valley Transit
Corridor platforms and the Sepulveda Transit Corridor platforms?
48
49 How will the project affect bus routes connecting to the stations or the route, such as the 240 for Ventura or the 761 Rapid?
What are the frequency assumptions used in the ridership modeling for each alternative? Are trains running every 4 minutes? 3
50 minutes? 90 seconds?
For heavy rail options, can you please give a bit more detail about station location(s) for UCLA students/employees and potential
51 (bus?) access to Getty Center?
52 Just so I heard that right, the extension to LAX will not be completed until 2057-2059, correct?
Will this project adhere to its final approved EIR? I'd love to see you the heavy rail options, but I worry about METRO going against
their own plans, and roads being widened and first-last mile connectivity to the station (particularly protected bike lanes) being
53 ignored.
54 When can we expect the deir to be released?
What is the possibility to study an alternative that is a grade separated alignment of the LRT, different than what was studied earlier in
the process? For example study Alternative 4, 5 and 6 but using LRVs. With Monorail or Automated Rail trains will introduce a brand
55 new technology to the network that has an added cost to the larger network for maintenance and operations?
Beyond the Metro Bus system, what measures are being planned to minimize the barrier of first mile/last mile impact on ridership:
56 EG. Transit Oriented Development, Protected Bike Lanes, Micromobility & Metrobike?
Does Metro measure the effect of station locations (i.e. freeway stations vs neighborhood stations) on the overall adoption of car-free
57 lifestyles? The feasibility of transit-oriented developments?
58 Any thoughts about extending the line to Burbank Airport seeing as that is a future California High Speed Rail station as well?
59 How will property and land around the stations be affected?

60 Before a single choice is made, what can the bidders do to accommodate important needed modifications before choice is made? Is Metro planning to seach for supplemental funding to speed up the Westside to LAX portion of the Sepulveda Transit Corridor 61 project? 62 Would the health effects of a station in the middle of the freeway be studied in the EIR? Related to Hugh's question, would either a rail, PM, or bus connecting service from the route to Van Nuys Airport be possible? Also, 63 would it be possible to extend Alternative's 1-5 to the Burbank Airport Metrolink/Amtrak/CAHSR stops? How much do you expect Alts 1-3 to impact traffic during construction? Do you expect there to be difficulties getting approval from CalTrans to build in the median of the 405? 64 65 Metro ExpressLanes are modeling for an opening year of 2030. 66 Tunneling link results in this message: Error (404) We can't find the page you're looking for. 67 Are the projected capacities for each alternative calculated with the same headway/frequency? 68 Would the monorail options preclude interlining with the D or C lines in the future? 69 Is new rolling stock required for Alternative 4 and 5? What is the max anticipated grade slope going over the Sepulveda Pass for rail subway alternative? What is the max grade slope 70 allowable safe limit for existing Metro heavy rail and for monorail? Amending my question as the outreach team member may not have understood my intent. With a new vehicle technology now being introduced to the network (Monorail/ Automated rail) as we see what happens in the Toronto Transit network where an orphan vehicle technology has created long term maintenance and operational headaches to where they have extended the corridor with existing subway vehicle technology at much higher capital costs. Other than Alt 6 which uses existing HRVs, Can there be one more Alternative that uses the existing LRVs in a similar alignment to compare the ridership and construction cross sections (Will tunnels 71 be bigger now because of the overhead catenary) capital costs and O&M costs? Are other companies capable of operating/building all of the technologies? Or would picking a technology for Phase 1 lock Metro into 72 a provider for a Phase 2 extension to LAX? 73 What are the challenges in constructing an on-campus UCLA station? Recommendations on ways to get an Extension for Sepulveda Rail: 1) Request LA Metro to ask funding from the CA State legislators & Gavin Newson's budget, 2) Ask President Biden for funding from his Rail/Train discretionary budget, 3) Create a Proposition/Measure for funding for LA Metro's extension from LAX to Sepulveda rail to city of San Fernando, 4) Pick Alt 6 so that when we eventually have funding, the 1 ride line will transition the most smoothly. 74 Kudos! Thank you for sharing all this information to the community, even if it's too early for a lot of answers. Very professional as well! (separately, I want to support heavy rail 4,5, and 6.) 75

### **Online Input Forms**

Appendix B.6

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-327	Website		91311	No		1) Will alternatives 1,2,3 (monorail option) require 405 intermittent freeway lane closures to construct above ground stanchions or stationsand how will implementation of that option affect daily traffic? 2) Will the 405 Express Lane project interfere with the monorail installation, and won't that project duplicate (or even erode) the ultimate goal of reducing the large amount of automobile traffic? Might it even increase the amount of cars?  Keep up the good work Peter and crew! I will be among the first riders.
I-346	Email			No		Subject: Please build one of the HEAVY RAIL options! Hi there, I've lived in North Hollywood for many years, and in LA in general for almost 20 years (including several years in Culver City). I would very strongly urge you to build one of the heavy rail options, ideally making as much of the route heavy rail as possible. This would be transformative for the Sepulveda corridor, and for people in the Valley and on the West Side. I'm guessing that wealthy homeowners in Sherman Oaks, Bel-Air, and other places are fighting as hard as possible to prevent heavy rail (or possibly anything) from being built, but for the sake of equity, justice, and the future of mobility in LA, it's critical that a fast and effective transit option exist for this corridor. Thank you for your consideration,
I-347	Other			No	10/25/2023 19:00	I prefer heavy rail in the order of Alt 6, 5, and 4.
I-328	Website		90405	No	10/25/2023 19:56	Please build one of the heavy rail subway options as they offer the fastest travel times and the highest ridership. The public outreach has been going on for too long. Just build it already.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-329	Website	Anniation	16803		10/25/2023 20:20	In light of the recent findings of the Sepulveda Transit Corridor today, I want to say that, as a concerned fan of public transit, Options 1-3 are total nonstarters for this project. Alternatives 1 & 2 would build monorail lines that completely bypass UCLA Gateway Plaza, a station with around 13 times higher ridership than their proposed Getty station. Even Alternative 3, which would serve UCLA, would have this costinefficient station built, risking federal funds and wasting money. While Alternatives 4 or 5 would be preferable, any of the three heavy rail alternatives MUST be chosen over the three monorail alternatives for the sake of the millions of riders who will take this line. Ignore BYD's bribery, ignore Fred Rosen, ignore the NIMBYs. Do what is best for Los Angeles, not for private corrupt interests.
I-330	Website		90041	No	10/25/2023 21:50	Don't build mono-rail. Mono-rails are a waste of money and horribly inefficient.
I-345	Email			No		Subject: Sepulveda Feedback Oct Presentation - SUPPORT SUBWAY AND UCLA Hello, I read the October 2023 Sepulveda update and STRONGLY, strongly support the heavy rail options with DIRECT access to UCLA. So so many students and residents in the area and across the region overwhelmingly support that option and I'd like to add my name to that list. Would having the Atwater Village neighborhood council come out in support of the subway and UCLA options help tamp down the extremism coming out of Bel Air neighborhood association?
I-331	Website		90066	No		I am so excited for the potential of this project! I'm a UCLA student who also has friends and family in the San Fernando Valley. By having an extension of the subway from the future UCLA line to a station in Sherman Oaks would greatly benefit me and allow me to more easily visit. There are often dinners and other events being held by my friends and family in Sherman Oaks that I don't end up attending because I can't face sitting in traffic for an hour. I think the combination of a subway line as well as BRT along the 405 would be an incredible convenience for people who don't want to sit in traffic and those that are trying to use their cars less. Thank you for all your work on this project so far!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-332	Website		91411	No	10/26/2023 2:33	Interested in this project.
I-348	Email		90403	No		I strongly support heavy rail for the Sepulveda Pass. Surely it is beneficial for the new system to be compatible with Metro's existing heavy rail technology. It is very important for the new line to serve West LA. The Sawtelle neighborhood is far more transit-friendly and pedestrian-friendly than Sepulveda Boulevard. Running the train right next to the 405 freeway is unlikely to be attractive to transit riders. This line is likely be extended to LAX at some point. You will want it to serve transit destinations and not freeways. At present, Alternative 6 is the only one that serves West LA. Couldn't you consider adding this option to other alternatives too, such as Alternative 5?
I-343	Email			No		All 3 subway alternatives are unaffordable and disruptive to the neighboring communities. Come up with a better plan.
I-333	Website		90034	No		This line is the rug that ties the room together for the entire Metro system. Mess this up, and the ESFV line will largely fail at its goal of providing equitable transit access to Pacoima and Van Nuys. The E and D line expansions would also fail to be as transformative as they could be. At the same time, the projected travel times on all the subway alternatives are truly exciting and would achieve the transformational vision that Angelenos voted for. Please pick whichever of the three subway alternatives Metro staff deems most feasible and cost effective, since they all appear to do the job about equally well.
I-344	Email			No		Please choose a heavy rail alternative. The monorail makes no sense, heavy rail is better for ridership, speed and connections and extensions
I-334	Website		91423	No		I do not want the option that takes the course down Van Nuys Blvd. It would be disruptive and would harm the many businesses in the area that are struggling to survive. It would make commutes for those who live in the area unbearable. I would prefer the options that go down Sepulveda Blvd.  Thank you.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-335	Website		91411	No		Hello, as a Sherman Oaks homeowner I am writing to support a rail line under Bel-Air to connect Sherman Oaks as well as the addition of a BRT lane on the 405. Thank you!
I-336	Website		90232	No		Converting HOV lanes to HOT lanes will require many more drivers to get transponders. At present most drivers do not have these, so adding potentially 100K or more generates a lot of eventual e-waste and dead batteries. Transponders also require driver interaction which is a distraction to drivers, plus require more infrastructure and enforcement is more difficult. The HOT lanes on the 405 in Orange County are a nightmare to figure out and will be extremely confusing to drivers. Please do not do that to the 405 in LA county. As someone who tries to minimize driving, having an infrequently used transponder with associated costs on a retirement fixed income is not the right solution. It seems like the HOT lanes are a forgone conclusion and I want to oppose that option in favor of HOV lanes.
I-337	Website		90025	No		Strong SUPPORT for heavy rail options, INCLUDING a station on UCLA campus. Elevated segment is acceptable to reduce costs Strong OPPOSE all monorail options
I-338	Website		90025	No	10/31/2023 19:07	Monorail options are all bad and should be rejected Heavy rail and a UCLA campus station are must-haves Expo/Sepulveda terminal is better than Bundy or VA terminal Elevated is fine where possible
I-339	Website		90025	No	10/31/2023 19:11	Monorail is a joke, throw all of those options out. Heavy rail is the only viable option UCLA campus station is a MUST Expo/Sepulveda is the best terminal option Elevated segments are good
I-340	Website		90045	No		NO MONORAIL!  Heavy rail is superior. UCLA campus station is necessary.  Expo/Sepulveda terminal is best  Elevated is fine to reduce costs

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-341	Website		90230	No		I love this project, and I think that this project and the purple line extension are both going to be transformational for getting around the LA area. Please don't ruin it by choosing monorail! Monorail would be the worst choice for a project that is going to be a landmark of Los Angeles for years to come. It would be slower, have less capacity, and would require more money to maintain. Please use a technology and a system that we already use, so that you can run it easier. Or choose the autonomous option, since that would reduce labor costs. Monorail probably wouldn't even be that much cheaper to build to begin with. BYD sucks, and agencies all over the west coast have had to deal with their bad busses. Don't let them ruin this project too! Also for the second part, choose the overland alignment, since it adds another station, and would allow for more development in and around Culver City!
I-342	Website		91403- 3809	No		As I've stated many times before, and submitted multiple times, it would be a emotion, financial and sanity destroying option to green light an above ground steel wheel train system over the Sepulveda Pass for the Transit Corridor project. We already have far too much noise from the Freeway, helicopters and jets out of VNY & BUR in our community. Adding screeching steel wheel trains to the mix decending the pass will completely destroy our communities in Encino and Sherman Oaks, and we will spend every last dollar fighting CalTrans i court to stop it.  I personally recommend a quiet, tire based monorail system from the north Valley to LAX be built as quickly as possible to enable a cost effective solution that will show people still in their cars in traffic that there is a very fast, beautiful alternative to driving over the 405/Sepulveda pass.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-350	Email			No		Hi LA Metro Sepulveda Transit Corridor, I attended the virtual Zoom webinar about the Sepulveda Transit Corridor on November 1, 2023. Thank you for the informative presentation. I have some comments and questions: 1) I strongly support the heavy rail alternatives (4, 5, and 6) due to their much faster travel times and projected ridership numbers, compared to the monorail alternatives. 2) How accurate have Metro's transit ridership models been in the past? Has the accuracy of previous ridership models been compared to actual observed ridership numbers? Please provide quantifiable numbers, if available. 3) Can LA Metro please commit to installing anti-evasion fare gates at stations along the Sepulveda Transit Corridor? Installing anti-evasion fare gates would support Metro's goals for equitable transit access by making sure that everyone pays their fair share. Best, resident of Pasadena, CA
A-5	Email	Los Angeles Unified School District		No		Good Morning, I work in the Los Angeles Unified School District's (LAUSD) Office of Environmental Health and Safety (OEHS). Our office is responsible for monitoring the ongoing changes in the community surrounding the over 1,000 schools and other facilities that the District operates. We provide intergovernmental review of these projects on a regular basis for concerns related to the health and safety of students and staff. As such, we are very interested in learning more about the proposed project and reviewing the environmental documents. However, it appears that all of the documents are housed in a Dropbox location. Unfortunately, LAUSD's firewall system prevents us from accessing most large format file transfer systems such as Dropbox. Is there another way to access the project documents?
I-349	Website		90024	No		The STC is an essential project that will improve countless lives, not only of those now but in the future. It will make travel fast, reduce carbon emissions, and add value to the entire community. As a UCLA student, if there was an on-campus station I would ride the Metro every day.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
A-6	Email	Los Angeles Unified School District		No		Thank you for your response to my email. First, let me congratulate you on a very well run meeting last night. It was informative and to the point. As far as documents and other items that would be useful to LAUSD, we would appreciate a copy of the Scoping Summary Report, the Project FAQ, and the Environmental FAQ. Additionally, could you please include me in all notices for this project, especially any notices about soils testing, surveying, or other activities that may result in a disruption to an LAUSD facility, and any notices regarding the environmental documentation. Finally, it would be extremely helpful to me if I could get kmz files of the proposed alignment alternatives and their stations and study buffers (0.25-miles as shown in the story maps). This would allow me to identify the LAUSD sites that could potentially be impacted by construction and/or operation, and help me to focus any future comments to effects that would be site specific. Again, I appreciate your response and willingness to assist. I look forward to collaborating with you as this process moves forward. Regards,
I-351	Website		91403	No	11/3/2023 18:50	Just wanted to say I am still very much in support of Heavy Rail. Not in support of Monorail. Of the Heavy Rail Options, Alt 5 is preferred as Alt 4 would require my building to be demolished. Alt 6 is ok as well, but Ventura / Sepulveda station seems an appropriate location, thus, most in support of Alt 5. Really hope this comes to fruition!
I-352	Website		91340	No		One seat ride from Sylmar to LAX!  Also please don't let this be a monorail. That is a Simpson's joke, not a legitimate form of public transport!
I-353	Website		90036	No		The only sensible transportation option for the Sepulveda Pass is heavy rail subway with a UCLA station. Anything less would be a historic dereliction of duty and a failure of leadership. UCLA students and workers deserve a station, and the entire region deserves to have a Metro line with the capacity to serve the ridership it needs to. If you cave to Fred Rosen and the Bel Air NIMBYs you will go down in history as yellow bellied, short-sighted cowards. Do the right thing. Listen to the vast majority of constituents and survey respondents. Build a heavy rail line with a UCLA station.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Toyt
Submission Code I-354	Website	Ammation	90038	No Attachment	11/4/2023 1:03	Please ensure this project is built as heavy rail with a dedicated UCLA Station. This is too important to miss. Equitable transit is long pasts due for the SFV. Also, please start studies on Phase 2 to LAX ASAP. I understand construction of Phase 1 will have to wait until after the '28 Olympics, and as such we probably won't see SFV to Expo until 2038 at the earliest, but if we can start Phase 2 shortly after it'll minimize effects on TBM launch/retrieval locations and bring the full project to completion THIS generation. Life changing for so many even as we all die from fires, flooding, and air quality. Or just tax the rich and get it done this next decade? kthx! ?
I-355	Website		90036	No		I am strongly in favor of the heavy rail alternatives, and strongly against the monorail alternatives. Saddling such an important corridor with a mode and alignment that brings in far fewer riders for a much longer travel time and worse station locations, connections, and max capacity would be a generational mistake. All heavy rail options directly serve UCLA, of absolute vital importance to this transit line, as it is one of the largest employment centers in the region and would bring a huge amount of ridership to the overall Metro system. Specifically, I find alternative 4 to be the best option, having very similar ridership numbers to alternative 5 for, presumably, a lower cost. Furthermore, I find it troubling that the monorail alternatives could even be considered, given that the only major interest groups in favor of them are Bel-Air and Sherman Oaks homeowners, extremely wealthy individuals pushing misrepresentations or outright falsehoods in furtherance of their goal to kill the heavy rail options, while being incredibly abusive to all other stakeholders and even Metro itself in the process.
I-356	Website		90028	No		Please for the love of god DO NOT choose a monorail option. Alternatives 4 or 5 please!
I-357	Website		90015	No		Please do any of the heavy rail options. They will serve more riders and be a much better passenger experience than a monorail in a freeway median. As a UCLA graduate, we need a stop on UCLA's campus. Thanks for your time.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-358	Website		90019	No	11/4/2023 1:31	UCLA stop and seamless D line connection please! And please don't let the loud voices of very wealthy Prop 13 beneficiaries in Bel Air determine transit decisions that will affect people countywide for the next century.
I-359	Website		91355	No	11/4/2023 1:32	Heavy rail. No monorail
CO-10	Website	Member of Del Rey Neighborhood Council Land Use and Planning Committee	90230	No		Heavy rail options are the best, based on travel times to/from UCLA. All of the monorail options are 2x-3x longer to get to UCLA from Van Nuys and are thus not viable. Total rail travel time will also be important as the line extends south to LAX.
I-360	Website		91106	No	11/4/2023 1:42	As someone who loves taking Metro, I'm really excited for this transformative project! Options 4 & 5 look awesome, and have the best capacity, makes me think of the Vancouver sky train system that's been so lauded. I would probably use this mostly to visit Ucla, so a ucla stop is a must.
I-361	Website		90057	No	11/4/2023 2:08	This project should proceed with either alternatives 5 or 6. HRT is the way to go. I do feel that there's a need for more transit in the Palms and Mar Vista communities in my honest opinion. I think that should be considered.
I-362	Website		90066	No	11/4/2023 2:09	Build the subway line! No monorail no delay just build a subway we can all use. Let LA become a real city, don't bend to NIMBY haters.
I-363	Website		90291	No	11/4/2023 2:10	Heavy rail with a stop at UCLA is the only acceptable solution here.
I-364	Website		91767	No	11/4/2023 2:20	I believe that the Heavy Rail options are the best for the regional rail system as a whole, in terms of ridership numbers, regional connectivity, and overall speed of the project.
CO-11	Website	North Westwood Neighborhood Council	90024	Merged Document	11/4/2023 2:21	Please find attached a resolution in support of a heavy-rail alternative for the Sepulveda Transit Corridor with a direct stop on campus, passed by the North Westwood Neighborhood Council at the Board meeting on March 1, 2023.  We hope you will take this into consideration in your planning efforts to improve transportation and transit in the corridor.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-365	Website	Ammation	90403		11/4/2023 2:28	Please support a heavy-rail alternative with a direct stop on UCLA's campus. It will carry far more riders, serve UCLA's many car-less students and affiliates, use a tested, interoperable technology, and avoid the noise and pollution of the freeway. Also, please stop holding further rounds of repetitive, costly, time-delaying, ultimate-price-increasing "outreach." These surveys and meetings, while done by conscientious staff, are not democratic, favoring those with time, money, and access. Formal polls would be better. Or better yet, you could rely on the democratic vote to elect the various officials who make up the Metro Board as a fairer representation of what the people want than skewed "outreach."
I-366	Website		90095	No		Heavy rail with a stop at UCLA is a must. The Monorail bid is not complete and should have been rejected.
I-367	Website		90210	No	11/4/2023 2:58	·
I-368	Website		90049	No		I am commenting in support of alternatives 4 and 5 and in opposition to alternatives 1, 2, and 3. I believe the Sepulvida corridor needs a dedicated UCLA stop and a convenient connection to the D line. I also think there are other advantages to the heavy rail options over the monorail options that make it the superior choice for such an important transit project.
I-369	Website		91335	No	11/4/2023 4:00	I am 100% opposed to the monorail. Heavy rail and a stop at UCLA are paramount.
I-370	Website		91405	No		I work and study at UCLA and live in the SF Valley. A monorail makes no sense as an option, fiscally and practically - less gain for similar cost.
						Please build a heavy rail option with an on campus UCLA station.
I-371	Website		20011	No		I don't understand why monorail is still in serious contention for this project. The low ridership in comparison to heavy rail should have disqualified it years ago. Go with the sensible option and do a heavy rail for Sepulveda.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-372	Website		90064	No		You must select Alternatives 4 or 5. No one who truly cares LA would ever consider building this line without a station at UCLA and anyone calling the need for a station at one of the largest commuter destinations in the county as "entitled" has only a goal of sabotaging this entire project and should not be taken seriously. This line also needs to use automated heavy rail to meet the frequency and speed requirements this line deserves especially when it connects further to LAX. This project is a once and a lifetime opportunity for us to transform LA transportation for the better and we cannot let bad actors destroy that.
I-373	Website		91775	No		Hi Thanks as always for hearing us out. I saw the powerpoint and corroborated with someone who posted on the website formerly known as twitter: "Monorail options have 21k-57k fewer riders, are 8-14 minutes slower, and have longer travel times when connecting to other lines." Please do not waste time with a monorail. This corridor requires a lot of help and using a half-baked monorail will not solve this issue. If it is slower, potential riders will not consider it as a suitable alternative. I believe Alternative 5 is the best choice, though Alternative 4 could be acceptable if the cost savings is substantial.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-374	Website		91605	No		I am a SFV resident who works on the Westside and has family on the Westside. I commute over the 405 regularly.  I am voicing my support for the Heavy Rail options (4, 5, & 6) with this comment. Heavy Rail has a higher capacity, has a quicker end-to-end travel time, has over 90% public support (from Metro's own polling), and allows for a station on UCLA's campus in all alternatives.  The monorail options (1, 2, & 3) have many issues. Monorail has a lower capacity, has a longer end-to end travel time, has less overall public support, skips UCLA outright, involves cumbersome transfers or will be forced to tunnel under populated Bel-Airrunning into the same "community resistance" the heavy rail faces now. There is also the issues with CalTrans potentially declining to permit the monorail in the 405 Right-of-way due to sight-line issues for drivers. Sure, the Getty station will be a nice addition, however it will be used part-time, at best - as the museum closes between 5 and 7 PM.  It is with these drawbacks that Heavy Rail emerges as a much better alternative.  Between 4, 5, and 6- I support 4 and 5. I also suggest a hybrid compromise alignment where the underground line transitions to an aerial structure north of Ventura Blvd either adjacent to the Sherman Oaks Gallery or north of the 101 and LA River (adjacent to Weddington). Sepulveda should be sufficiently wide at these locations for a transition between underground and aerial. I support 6 as well, but that may prevent future southern expansion of the East SFV (Van Nuys-Sylmar) line.
I-375	Website		90066	No		Any of the heavy rail alternatives are far superior to any of the monorail options. No monorail!  A UCLA stop should be non-negotiable, too.
I-376	Website		90028	No	11/4/2023 8:00	Not only would Alt 4 and 5 have high ridership, it'd bring our rail system to world class standards
I-377	Website		91711	No		Hi, as a college student and a car-free resident of LA county, I am in favor of the light rail line with a stop at UCLA. NOT the monorail.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-378	Website	, and a second	90046	7 1000.011110110	11/4/2023 14:28	Build heavy rail through the Sepulveda pass (no monorail) to ensure max headways and use of stations. Any option that has people stand in the middle of the 405 would be awful for any transit riders. we need more high capacity N-S lines all across LA.
I-379	Website		93003	No	11/4/2023 16:15	I want heavy rail with a stop on the UCLA campus.
I-381	Website		90291	No		The heavy rail options are the only reasonable ones put forth for this corridor. The monorail proposals provide substandard service with unreasonably low ridership projections and a suboptimal route. Furthermore, they don't fully account for the cost of development and, without enhancements and additional cost, will not come close to reaching the service and ridership projections put forth by the contractor. Therefore, in the interest of a region that is finally developing an efficient and sustainable transportation network, substandard technology (monorail) and bad faith actors (Fred Rosen and Bel Air/Sherman Oaks HOA) should be ignored to maximize the public investment and the returns accrued by the region and the planet.
I-380	Website		91104	No	11/4/2023 16:18	We need heavy rail with a stop at ucla. No monorail.
I-382	Website		90034	No	11/4/2023 16:58	I support heavy rail options (especially 4&5) and support a direct stop at ucla. Anything less (such as a monorail) is not worth building. I don't want to be breathing in highway fumes on my metro commute.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-383	Website		91423	No	11/4/2023 17:43	The public overwhelmingly opposes any Alternative that includes a monorail. As a homeowner in Sherman Oaks I personally and vehemently oppose any of the monorail Alternatives—the fact that we are still discussing them as an option when the public overwhelmingly opposes it just proves we are placating to a small, wealthy minority. Heavy rail Alternatives are the only logical options for both efficiency and longevity. Quite simply, look at any other major city in the world with highly efficient systems for a case study in what to build; monorails in this context do not make sense. I personally am endorsing Alternative 6 but both 4 & 5 are the only other options that we should be discussing at this point.  Again, as a homeowner myself in Sherman Oaks I am ashamed at the Sherman Oaks Homeowners Association's public stance in favor of the monorail. Any such further discussion on a monorail should cease immediately.
I-384	Website		90031	No	11/4/2023 19:19	UCLA must have a fully connected underground station DIRECTLY on the rail line. No automated people movers, no bus bridge connections. UCLA deserves a fully functioning metro station and anything less than that will be considered a failure by METRO for decades to come. Alternatives 3-6 are the only accepted options. Do the right thing METRO and give UCLA a stop directly on the rail line. It's also ESSENTIAL to drop the ridiculous monorail option. This is a false flag that serves no purpose. Heavy Rail is the ONLY acceptable option. Again, METRO do the right thing and stop any further consideration of the ridiculous monorail option.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-385	Website	Aimaton	90012		11/4/2023 19:37	As a resident of Los Angeles, I support the heavy-rail options for the Sepulveda Transit Corridor to allow for more riders to travel between the San Fernando Valley and Westwood.  It is important that train stop at UCLA and NOT rely on a shuttle system to ferry passengers back and forth from a more distant stop. UCLA is the largest (and in my opinion, the best) public university in the state of California. It is a crown jewel of our incredible city. The city of Los Angeles has a duty to support the interests of UCLA students and faculty, while also alleviating traffic on the 405 freeway. The heavy rail option achieves all these goals.
I-386	Website		90034	No		BUILD HEAVY RAIL NOW WITH STOP AT UCLA. NO ONE WANTS MONORAIL.
I-387	Website		90033	No		This must be heavy rail with a station right at UCLA or nothing! The monorail will make transfers inconvenient or impossible, it cannot expand capacity, will have inconvenient station locations, and is incompatible with the rest of the metro system. The Valley also needs a convenient connection to LAX since as of this writing, the Van Nuys to LAX flyaway gets so full, it has to refuse the pickup of passengers. The monorail is not it!
I-388	Website		91101	No		I strongly support the heavy-rail alternatives (Alternatives 4, 5, and 6) because of their significantly shorter travel times and projected ridership numbers, compared to the monorail alternatives.
I-389	Website		95472	No		It needs to be heavy rail, not monorail, and it needs to have a station at UCLA. Bel Air can shove it.
I-390	Website		91803	No	11/4/2023 23:47	I heavily support Alternatives 4, 5, and 6 for a heavy rail HRT line down the Sepulveda Transit Corridor, along with an on-campus UCLA station.
I-391	Website		90012	No		Please go with any of the heavy rail alternatives, as capacity, speed, and UCLA access are all priority considerations, and heavy rail is far more capable of achieving all three than monorail.
I-392	Website		90005	No		Please build alternate 4, 5, or 6. Heavy rail is the only way to go. It will allow for higher capacity and faster trains as well as easier connections to UCLA, other destinations, and the existing D and E lines.
I-393	Website		90405	No		Support rail alignment that avoids freeway and connects directly to UCLA.     Strongly opposed to any form of monorail.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-394	Website		90042	No		A future Sepulveda line is one of, if not the most imperative project to a cohesive metro system in LA. As such, it demands the capacity and future-proofing that comes with a Heavy Rail alternative. Work should be expedited as much as possible to ensure the city gets this crucial backbone of a rail line, so that we can move towards the environmentally sustainable city we need to become.
I-395	Website		90001	No		I support alt 4 which would be the most cost effetive way to move people comfortably and fast, especially compared to the monorail options
I-396	Website		90064	No		I strongly support heavy rail directly to the UCLA campus. I am a former resident of Sherman Oaks and a current resident of the Westside; my wife is a physician who works at UCLA and I bring our kids to day care at the Westwood campus daily. We have one car and I take transit on a regular basis throughout the city.  Locally, this would make a significant difference in my family's ability to get around Los Angelesboth through the direct use of the line, increasing overall use of the metro system and corresponding levels of service, and by reducing car traffic when we drive (or take the bus). Globally, lowering our emissions is key to our collective future and ensuring this maximizes ridership is one of the most impactful actions Los Angeles can do to lower ours. I hope you will stand firm on not sacrificing the fundamental quality of a lynchpin of our transportation system for the whims of a handful of our wealthiest individuals who do not rely on it.
I-397	Website		90077	No		I understand that there is some unfortunate community opposition to a subway, but it is the best option — faster and more reliable than an overground system and likely to better connect UCLA to the Valley. I have not seen any credible evidence supporting risk to structures from the construction or operation of a subway in the area, particularly as I would expect it to be at considerable depth for most/all of the distance under Bel Air. Regardless, that risk should be insurable. Monorails are a 1960s vision of the future; I don't see it as a serious option here.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-398	Website		92324	No	· ·	Please select heavy rail with automated trains. Monorail and manually operated trains
						will not be sufficient to meet the needs of the future expansions in the very long term
I-399	Website		90006	No		HEAVY RAIL / SUBWAY IS THE ONLY SENSIBLE OPTION. it carries the most amount of
						people at once, has the fastest ride times and is the most climate-friendly option. in
						this moment of climate crisis, LA MUST INVEST NOW in the only option that makes sense to end our out of control car dependency
						prioritizing the voices of wealthy homeowners in bel air or the west side due to
						construction concerns is NOT THE ANSWER
1-400	Website		90403	No	11/8/2023 1:24	HEAVY RAIL NOW  In the future I anticipate regularly taking the D Line to the Sepulveda transit corridor.
1-400			30.03			It's crucial that there is a seamless transfer between the two lines, and that the STC is
						as fast as possible. For those reasons I urge metro to move forward with a heavy rail
						option that provides fast rides to the valley.
I-401	Website		90034	No	11/8/2023 1:42	I would love to have any heavy rail option that goes to UCLA and will eventually
						connect to LAX. This would be life-changing for me and my neighbors.  Please absolutely do not select a monorail option that will hamstring the project
						forever with low throughput and slower transit times. The ridership projections alone
						make alternatives 4/5/6 clearly better. Many of the station options for alternatives
						1/2/3 are horrible, likely leading to stations that need to be redone to support more
						people. I personally prefer alternatives 4 and 5 because they will be close to me even
						though the line may go directly beneath my house, but any of 4, 5, or 6 would be wonderful.
						Thank you for your consideration.
						Thank you for your consideration.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-402	Website		90804	No		Alternatives 4, 5, and 6 are the best options for the future of Los Angeles that can handle the capacity and offer the speed to make public transit a more viable option for millions of Angelenos. Monorail would be a poor choice as its capacity and speed is far inferior, does not offer longterm buildouts that connect well with the existing rail network, uses different trainsets than existing heavy rail lines, would likely face more lawsuits than heavy rail given its presence above grade near housing and along the 405, and would be harder to access with stations in more remote locations. Picking monorail over heavy rail would be shortsighted, and I strongly encourage Metro to pick one of Alternatives 4, 5, or 6.
I-403	Email			No		I see that recent comments from metro favor the subway over the monorail due to speed. I don't think speed should be a deciding factor over neighborhood impact. I live on Columbus Ave just north of Ventura Blvd and already deal with traffic noise, helicopters and jets from Van Nuys airport. Adding a high speed elevated train to the neighborhood would be deviating to those that live here. Please fight for the monorail which at least would be over the 405 and not Sepulveda.
1-424	Email			No		Hello, I'm not sure if you are accepting public comments at this point but I would prefer Alternative 1 - No Build and have the money for this project reallocated to the Sepulveda Pass Transit Corridor. I feel that the public transit option will be far more impactful to reducing our dependence on driving and, as a result, reducing traffic. Manipulating the lanes on the 405 has historically not reduced traffic congestion.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-404	Website		92103	No	11/9/2023 18:08	Great presentation all-around and very informative. I did feel like the presentation was very fast though and I was not able to fully understand everything on each slide as the presenters rushed through the slides. I would recommend presenting a little bit slower. Additionally, I was saddened by the fact that there was no chance for open discussion with others and that there was only a Q A portion in which the presenters would pick and choose which questions to respond to without the audience even knowing what questions have been asked or not. I would urge for a more open facilitation of discussion rather than just hearing the presenters talk. At the very least, let participants be able to comment in the chat room as the presentation is going on and for others to be able to see the chats coming into the chat room.
1-406	Website		90211	No	11/9/2023 18:09	Can we stop wasting time and build heavy rail with a connection to UCLA and eventually to LAX and LGB Airports already? We have one chance to get this right, so lets build what is best for the WHOLE and not NIMBYs in Bel Air.
1-405	Website		90232	No	11/9/2023 18:09	Hello, just wanted to emphasize how important this project is and how it would be a complete waste of money and time to go with the monorail. I want to express my full support for Alt 4 and 5 with a stop at UCLA and basically any option that includes heavy rail. This is going to be game-changing for our city and something that future generations will be grateful for, as long as we choose the heavy rail options. Thank you.
1-407	Website		90025	No	11/9/2023 18:56	I just wanted to say after looking at the powerpoint and listening to the presentation that I believe the heavy rail alternatives should definitely be the priority for the project. I just had the pleasure of traveling to Japan for the first time and finally understood what transit oriented development looks like and the positive impact it has. Nothing will ever be built around the monorail that has to hug the 405. Having rail connections that go directly where people want to be (like a UCLA stop) aren't just conveniences but absolute necessities for the success of the project, as well as quick transfers to other lines.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-408	Website		91343	No	11/9/2023 18:57	I support the heavy rail options with a station at UCLA.
I-409	Website		91423	No		Let's do it right the first time: we can't afford to make this project a compromise. Alt 6 is preferable, with Alt 4 or 5 as a backup. We must stop wasting money on studying Alternatives 1,2, and 3 – monorail doesn't make sense for this project. No one likes waiting for a train in a freeway median, and no one likes transfers (UCLA).
I-410	Website		91401	No		I believe you should strike any aerial options on Sepulveda or Van Nuys Blvd. Elevated trains in the valley will destroy the character and quality of life in ESF.
I-411	Website		91411	No		Dear Metro, Thank you for holding hearings on the sepulveda transit corridor. From the moment I heard about this project, I recognized the impactful nature of the transit corridor. As a resident of the valley, I never go to the west side unless I have to. I would rather drive the 101 during rush hour 30 times than drive the 405 once most times of day. Many of my fellow valley residents feel the same. The bloated and chronically congested 405 has become as much of a barrier as it is a through pass between the valley and the west side. Therefore, I believe it is of great importance to choose the best option to get people off the road and onto transit, one with higher speed, greater capacity, and a more reliable private partner. I unequivocally support the heavy rail options (particularly alternative 6) over any potential monorail, and I see the monorail as a failure to fully invest in the importance of this project. Please act in accordance with our already proven overwhelming majority.
I-412	Website		90032	No		Fully and strongly support Alt.6 Heavy Rail underground connecting to existing, proposed, and future surface rail systems including connecting with East Valley/Metrolink and LAX Airport and to Torrance connection. And direct station in/beneath UCLA and further south to Torrance. Env.Controls Supervisor for Red Line Phase One, DTLA

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-413	Website		90403	No	11/9/2023 21:53	This is one of the most important transit projects in Metro's plans. The options with heavy rail and a stop at UCLA are absolutely the only choices that can and will scale with anticipated population growth in the San Fernando Valley and the Los Angeles basin.  Megalomaniacs in Bel-air should not derail (pun intended) this once-in-a-lifetime opportunity.
						This subway would instantly become a crown jewel in Metro's system.
I-414	Website		90008	No	11/10/2023 2:42	Heavy rail options are the only viable ones. Thank you for the work that you do.
I-415	Website		90064	No	11/10/2023 3:04	First of all, I am highly in favor option all the heavy rail options. It is clear that the monorail options don't perform anywhere as close to the heavy rail options, and they should be dropped from consideration at the earliest possible moments so we don't waste more money studying bad options. I am a little concerned that many of the stations only show one entrance/exit, and I think in order to provide better pedestrian access and increase rider usability, more station entrances/exist should be considered. It also seems like the Valley could use one more station north of Ventura, though I don't know exactly where the spacing would be best served. Lastly, I think it's imperative for Metro to consider supporting high-density development and land use changes around these stations to increase the availability of people to live and work within reasonable access to the high quality transit we are investing in. This is a completely transformative project for the region, and we should invest in it at the same level.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-416	Website		90036	No	11/10/2023 18:02	I work in Westwood and this project would be transformative for the neighborhood and Los Angeles in general. The project needs to be expedited urgently! I am in favor of alternatives 4 and 5. The usage speaks for itself, we need to decongest roads, improve air quality, and get more people into trains in Los Angeles. Alternatives 4 & 5 do that and have the best routing. I think it is reasonable for people in the valley to request an underground option, so if it is not cost prohibitive and they want the train underground then I would weigh in favor of that. I am opposed to the monorail options and I am highly suspicious of the company putting forward the monorail option. Please build this as soon as possible, no more delays!!
I-417	Website		90045	No		I fully and strongly support the underground subway, heavy rail for the Sepulveda Transit Corridor. The times for the subway are faster than monorail. This is of great benefit to transit riders to make transfers, and to get to their destination, such as work, or appointments or social and cultural events. Heavy rail may carry more passengers per trip. And how many freeway lanes will need to be removed to support the columns for the monorail? People with still drive the 405 through the Sepulveda Pass and to take away freeway lanes makes no sense. That will increase congestion on the freeway, slowing traffic. Congested roads create more carbon gases from vehicles creating more air pollution locally and more global warming gases.  I support Alternates 4 or 5 because both go the E/Expo Line Sepulveda Station. This way those who wish to go further south, such as to LAX, can use the buses on Sepulveda which go to the LAX transit center, the existing one and the new one which is nearing completion. Alternative 6 may present better options to continue the subway southbound, but both Bundy and Sepulveda go through densely populated areas, and both routes will need to negotiate the hill which is found on both streets. Making the most efficient transfer to LAX seems to make more sense in the long term planning.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-418	Website		90094	No		I strongly support the heavy rail options for their increased ridership, better stations, and faster travel time.  I do not want the monorail.
I-423	Email			No		If you listen to the nimbys, it will never be built. Just build the fastest, highest capacity transit system. ASAP.
I-426	Email			No		Hello Metro, I am writing to urge you to support one of the heavy rail alternatives between the E line and Van Nuys, specifically alternatives 4, 5, or 6. I am a medical student at UCLA, and I hope to spend my career practicing medicine in the LA area. A heavy rail line that services UCLA quickly and conveniently would allow me to live in the San Fernando Valley while working in Westwood, or to extend my professional reach across the San Fernando Valley. There are many medical professionals like myself who hope to expand health access to underserved areas of Los Angeles, and efficient, high-capacity rail will allow that to happen. From Looking at the most recent estimates of ridership capacity and speeds, all of the monorail options seem to be laughably slow and low-capacity, and it is hard to see myself taking a 39 minute train ride. LA metro has a great opportunity to bridge the valley and the westside with just a 15 minute train ride, and you should certainly take advantage of it by providing high quality heavy rail.
I-419	Website		91767	No		Hello- although I live in Pomona I travel to SFV and UCLA often enough to opine on what I think is the best option for this project. First and foremost, no option is not a good option. There must be an alternative to driving. Insurance rates, vehicle costs and maintenance, and fuel prices will continue to rise at a rate which will price out many LA County residents. After reading the materials and sitting on a few meetings, I firmly believe Alternative 4 and 5 are the best options. They provide the best travel times and connect the UCLA population far better than any monorail option. It's also clear from October's meeting that Alternative 4 and 5 will have double the monorail ridership. I truly hope to see this project be fulfilled and serve us all well in the not-so-distant future. Thank you for your time.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-420	Website		90033	No	11/13/2023 6:36	Spend the \$ and get it right with heavy rail. Also build more lanes but CONGESTION PRICED. Dynamically charge for access to the lane based on volume. So the lane is always full but still averages 55mph 24/7. ty
I-425	Email			No		Subject: Support for Alternatives 4, 5, & 6  Dear Metro, Thank you for providing an opportunity for the public to provide feedback on the Sepulveda Transit Corridor project. I truly believe that this is one of the most important Metro rail projects, second only to the D Line extension. This project will fundamentally shift the way that Los Angeles is connected and, as such, requires the option that will service the greatest number of users with the quickest travel time and the highest capacity possible. Thus, I strongly support any of the heavy rail options (Alternatives 4, 5, & 6). I have been a resident of Sherman Oaks for the past eight years, the past four of which I have spent commuting to UCLA as a staff member. I first moved to Sherman Oaks in my junior year (3rd year) as a UCLA undergraduate. As such, I have had a vested interest in the communities directly impacted by this project. I, myself, have spent the past few years attempting to unwire my car-dependent lifestyle and shift to Metro-use when possible. The development of a subway connecting the Valley to the westside would more easily allow others to see the potential for a car-free (or, at the very least, car "lite") lifestyle.  Convenience  Perhaps the most concrete argument for heavy rail instead of monorail is in its convenience. From the data shared, including travel time and theoretical capacity, alternatives 4, 5, and 6 are the clear "winners." Alternatives 1, 2, and 3 seem only marginally better than driving (or using the already existing 761 bus). While any option is better than "no option" in providing an alternative to driving, opting for the alternative that is most convenient to the traveler is paramount in shifting Los Angeles transportation culture. Even further, however, is the mere fact that the heavy rail options include a direct UCLA stop on campus. This itself is the most significant factor in my support, connecting all populations at UCLA to not only the Valley, but to two other major Metro rail lines. In alternatives 1, 2, and

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-421	Website		90045	No		As a lifetime resident of Los Angeles and a current UCLA student, I believe that Los Angeles has an obligation to provide a direct rail link to its primary public university, UCLA. The Sepulveda project represents the only opportunity to do this for the next several decades, and not connecting to UCLA will do a great disservice to the future UCLA students attending when the line is built. Many UCLA students are commuters who will be greatly served by fast transit to their school, most students do not have a private vehicle and are reliant on rideshare or public transit to travel around LA and should be considered key customers for LA metro. I know that I and many fellow students travel to places served by the E and soon-to-be-extended D lines and will make great use of a direct connection to those lines. The "connections" offered in alternatives 1 and 2 are not sufficient to serve UCLA as they will be forcing unnecessary transfers and alternative 3, while better, does not offer the capacity of speed necessary to serve the large population of UCLA and the other travelers commuting between the westside and the valley. The only alternatives to properly serve UCLA with appropriate speed, capacity, and connections are alternatives 4,5, and 6. While those options are costly, this is one of the defining public infrastructure projects of my lifetime in LA. As someone who has spent days of my life on the 405 freeway, providing an alternative to it is not the place for our county to be too cheap. Thank you.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-422	Website		91401	No		I strongly support any of the heavy rail alternatives (4, 5, and 6). A monorail (alternatives 1, 2, and 3) is the WRONG choice for this project. LA has spent billions of dollars on the 405 over Sepulveda Pass, indicating how important this corridor is for the region. The monorail alternatives are NOT a high-quality transit service and are a waste of money. (It currently takes 45min to get from Sherman Oaks to UCLA with the 761 bus and the monorail would take about the same amount of time.) Please prioritize the voices of the many, *many* people who would use this regularly instead of the few people who have a lot of money.  I live in the San Fernando Valley and it is not dense enough here to justify underground heavy rail along the whole alignment. Any argument advocating for "fairness" in this regard is made in bad faith: there is simply no one-size-fits-all solution for every area. Elevated rail is perfectly acceptable and will not be an eyesore. I live half a block from Van Nuys Blvd and having an elevated viaduct for rail is fine. There are no "views" or "character" of either Sepulveda Blvd or Van Nuys Blvd to ruin: it's just car dealerships along Van Nuys and industry/the 405 along Sepulveda.  Rich people and property owners should not have any more say in this project than the thousands of other people who have built lives in the area who do not have the financial means to own property. I have lived with the E-line in my front yard and rail is MUCH less of a nuisance than simply the automobile/truck traffic already present on the streets.
I-511	Email			No		Subject: Support for alternative 4 Hello! I'm writing to voice my support for the 4th (and 6th) alternatives of the sepulveda transit corridor. I strongly feel that any plan involving a Monorail would be a massive mistake. I would be a frequent rider of the system and know that a heavy rail system similar to the B and D lines would be the best for our city.
CO-12	Website	Citizens Coalition for A Safe Community	90032	No		Select project alternative which can be extended to Sylmar on north to Torrance on southAlt 6 Underground Heavy Rail Transit - with no curves and with consistent grades between stations.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-427	Website		90024	No		I wholeheartedly support a heavy rail alternative with a direct stop on UCLA'a campus. As a student here who goes almost everyday without access to a car being connected to the valley and eventually the purple line to the rest of Metro high very important for connectivity and ease of travel. To better the lives of literal hundreds of thousands of individuals, allowing them to get to and from work around/at UCLA without the stress and cost of driving is incredibly important if we are to move forward into the future. You will help reduce the cost of living for many students as they can live further away from the high costs of the westside while still having a viable option to get to campus. This project will clear congestion and make it easier for people to travel for shopping or recreation benefiting local businesses.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-428	Website		90024	No		There must be a stop on campus at UCLA. Any of the heavy rail options are significantly better than any of the monorail options. UCLA students are facing extremely expensive housing and a lack of options outside of westwood. A stop on campus would radically change this, allowing for many more housing options. Also, UCLA gives huge amounts of public services to the general public outside of student populations (sports games, events on campus, health care, research, meetings, etc.). On top of this, UCLA is one of the largest employers in LA, making it a no-brainer to have a stop on campus. UCLA also has a daytime population of over 84,000 people, many of whom communite individually. A stop on the UCLA campus would do HUGE things to reduce traffic throught los angeles, taking thousands of people off the road. There is a huge demand for a stop on campus as well, and LA Metro's own projections show that it would be the most busy station in the system by far. The economic benefits a station on campus creates would easily pay off the costs of the construction over time. I'm begging, please, please build a stop on campus. It would dramatically change UCLA and the westside in general in an extremely poisitive way. It's not easy to get downtown or many other places in LA from UCLA, and students want to go places and spend money! A stop on campus would make it MUCH easier to spread the wealth concentrated at UCLA throughout LA. On top of this, a station on UCLA campus would help the many students with financial troubles in getting jobs further away, cheaper housing, and a cheaper commute to campus. A stop on the UCLA campus is the best possible thing LA Metro can do for future growth.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-429	Website		90064			As a resident who will be heavily impacted by construction and the eventual line being considered for the Sepulveda Pass, I strongly urge the adoption of either Alternative 4 or 5. I also vehemently oppose the construction of a monorail for this project.  As the recent emergency closure of the 10 freeway has shown, the city is in desperate need of transit options that get people out of their cars. The best way to achieve those goals is to build underground heavy rail in traffic dense areas like the Sepulveda Corridor. The alternatives that transport the most people safely and quickly should be the highest priority for this project. That is Alternatives 4 and 5.  The choice made on this project will affect Los Angeles for the next hundred years. The cheapest and most expedient options (aka monorail) should be dismissed posthaste as they do not meet this critical moment.  300,000 people were directly affected by the 10 freeway closure. Countless more were indirectly impacted. The Sepulveda Transit Corridor will affect over a hundred thousand people every day for the coming century.  Petty complaints will mean nothing in a few years let alone a decade.  Let this emergency and those numbers really sink in the severity of this decision: hundreds of thousands of Angelenos everyday for a hundred years. Choose Alternative 4 or 5.
I-430	Website		91436	No		Please implement Option #6. The subway under the hillside and Van Nuys Blvd. would be the shortest quickest route over the hill and would cause the least amount of disruption. With the impending zoning changes, it would give more opportunities for employment and housing. Also, Van Nuys Blvd. would be more centrally located than Sepulveda.  Please do not build aerial trains along Sepulveda. It would ruin the street traffic and cause a lot of noise for residents.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-431	Website		91604	No		As a student who lives in the San Fernando Valley and attends college in the Westside, I am extremely supportive of the STC project and hope to see it push LA towards a more sustainable and accessible future. I believe this project will not only benefit students, but also the many employees or individuals seeking services across these two regions. Cutting down on commute times with the STC would be extremely beneficial, cost-effective, and aid LA's dire traffic congestion problem.
I-432	Website		90024	No		As a UCLA graduate student, I struggle to pay the exorbitant rents of the Westside and if given the option I would live farther from campus and commute via public transit. I work 2 jobs just support myself while being a full time student. An alternative with an on-campus UCLA station with a direct connection to the Purple D-line would expand opportunities for students to live elsewhere in LA. Additionally, the recent ridership numbers indicate that Alternatives 4-6 will be the most sustainable in meeting the long-term demand this line would experience. While I understand there are arguments being made regarding equity between the West side and the Valley in terms of how much the line goes above or below ground it's clear that Alternative 4 would be the most cost-effective and efficient of the alternatives without having to build a people mover or add to congestion via a new bus route. A UCLA station would increase access to resources like healthcare, education, and recreation for all Angelenos.
CO-23	Email	South Brentwood Residents Association	90049	Merged Document		Attached please find comments from the South Brentwood Residents Association Board on the I-405 Sepulveda Pass Express Lanes. Thank you for your consideration. Lauren President, South Brentwood Residents Association

Submission Code	Method	Organization/ Affiliation ZIP	Attachment	Date Submitted	Submission Text
I-433	Website	91400	5 No	11/16/2023 2:22	I support Sepulveda transit corridor alternatives 4 & 5, and oppose alternatives 1, 2, and 3. I heavily support alternatives 4 & 5 have much faster travel times, more accessible stations to my community and jobs/housing/shopping of their route, and projected increased ridership. The station accessibility in walkable areas and ridership makes these more convenient and feel safer. I support alternative 6 as well, to a lesser degree for the same reasons.  I oppose Alt. 1-3 because station accessibility is terrible(freeway-adjacent instead of community and people-adjacent) and transfer paths to other lines are longer, both feeling unsafe and inconvenient. Travel times are longer, and ridership projections were diminished. Getting to and from highway-adjacent monorail stations creates large barriers for people with mobility impairments and makes walkability in the area less safe and doable due to vehicle traffic. It also makes destinations at stations more difficult to get to and from.  Please, make these connections apart of our city instead of an afterthought to accommodate highways. Children, elderly and disabled people already cannot reliably travel by car and need local connections that are easy to get to and from near their education, healthcare, jobs, amenities and homes. For these reasons I want alternatives 4, 5 or 6 and oppose alternatives 1-3.
I-434	Website	94404	1 No	11/16/2023 2:46	I have been following this project and very excited to see it through to completeion
I-435	Website	90024	1 No	11/16/2023 2:59	UCLA is LA County's largest employer with over 50K employees! Please consider alternatives 4-6.
I-436	Website	90024	1 No	11/16/2023 2:59	UCLA hosts conferences, sporting events, and other organized events on campus that often attract hundreds of thousands of visitors on a yearly basis. A UCLA station could not only provide ease of transport to these events but also mitigate inconsistent congestion and travel times that exist when they occur. Conversely, a UCLA station could make it easier for the approximately 44,000 undergraduate students to traverse Los Angeles.
I-437	Website	90024	1 No	11/16/2023 3:01	A UCLA station would directly address inequity by connecting people without means of transportation to healthcare, jobs, school, etc.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-438	Website		90024	No		As a student at UCLA, having a stop at the UCLA campus and in Westwood Village would completely change the way I would be able to interact with Los Angeles as a whole. Not only is UCLA one of LA's biggest employers (and this metro line would enable students to afford living in LA and easily commute to campus), but it is also a hub for culture and young people in LA. It is important to prioritize UCLA when constructing the Sepulveda Transit Corridor. For this reason, I support building Options 4-6 for the STC.
I-439	Website		90024	No		A UCLA station is predicted to be the busiest non-transfer stop in the entire Metro rail system (18,000 boardings per day).  Riders choose to optimizes travel times. A separate connector station is not a substitute for a direct on campus station.  A UCLA station would directly address inequality by connecting people without other means of transportation to healthcare, jobs, and educational opportunities.
I-440	Website		90249	No		I support heavy rail options 4-6 and UCLA transit stops 4-6. As a student at UCLA, a station on or near campus would address inequity by connecting people without other means of transportation by healthcare, jobs, and educational opportunities. UCLA is also LA county's largest employer and has a daytime population of 84,000 people.
I-441	Website		90024	No		As a UCLA student, I believe that a station on UCLA's campus is essential to the STC project. As a large, public institution, the UCLA station is predicted to be one of, if not the busiest station on the entire railway system. It will allow employees and students alike more access to affordable housing to the rest of LA, and help with inequity due to its connection to off-campus healthcare and jobs amongst other things for those who would not otherwise have a mode of transportation.
I-442	Website		90024	No		UCLA is a major epicenter of both education and employment. It is pivotal to ensure accessibility to the UCLA station so that commuters are able to enter campus and beyond. Because of these reasons, I urge options #4-6 for faster travel times, as well as a more direct campus stop

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-444	Website		90024	No		The STC project must include a direct on-campus UCLA station. The costs and limitations of car ownership can restrict access to travel due to socio-economic status and other restrictions. A UCLA station can mitigate uneven transportation access for its public, educational, and community services, including UCLA Health. Over 14,000 students and employees live in walking distance of a Metro Rail Line across LA making the connection between the STC and the whole Metro Rail system critical for students. Additionally, easy access to UCLA's campus would encourage students to commute from home or choose housing options outside a small concentrated area, increasing potential improvements in housing and housing costs.
I-443	Website		91770	No		A UCLA station would significantly reduce traffic. UCLA represents a daytime population of over 84,000 individuals, many of which are individual commuters. A UCLA on-campus station could take tens of thousands of commuters off the 405 freeway and local streets (including other north-south connectors between the Valley and the Westside), significantly reducing vehicular traffic across the region.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
CO-13	Website	UCLA Undergraduate Students Association External Vice President (EVP)	90024	No		UCLA's Undergraduate Students Association Office of the External Vice President (EVP) is in support of the heavy rail options for the Sepulveda Transit Corridor. EVP was elected by the 35,000 undergraduates as our conduit to external entities from UCLA, including governmental agencies and other community organizations like Metro. Through our extensive outreach to the UCLA community, it is abundantly clear that students support heavy rail Alternatives 4-6. UCLA is CA's fourth largest employer and a major transit hub, with direct access to the Wilshire Corridor and several bus lines with origin points at UCLA. Alternatives 4-6 allow the best connectivity for Bruins and other campus visitors looking to travel throughout LA. Riders will choose to optimize travel that is most convenient for them, so Metro should choose a route with higher ridership numbers and better connectivity to facilitate new ridership. According to Metro's own surveys, 93% of the public supports heavy rail. However, a monorail line would disincentivize ridership because it forces commuters to take long walks to connect to other lines, buses, or to walk to campus. With thousands of students, staff, and more coming to campus each day, a UCLA station not only makes sense, but is necessary to improve access to employment, education, and healthcare throughout Los Angeles.
I-445	Website		90024	No		Hi, I am a third-year Political Science and Public Affairs student at UCLA. I also live in an off-campus apartment in Westwood in order to attend UCLA. I support Options 4 through 6 (the heavy rail options). As someone who often deals with traffic congestion while trying to use public transport, the heavy rail would help my commute to job and volunteer opportunities. A separate connector station is not a substitute for a direct on campus station. A UCLA station would not only help me, but also my peers, who would have a better means of transportation to healthcare, jobs, and educational opportunities with a fast heavy rail option. Thank you.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-446	Website		90024	No		We should be supporting the heavy rail alternatives (4-6) HEAVILY, no pun intended. Westwood and the west side of LA in general is a very student-dense area, not just limited to students at UCLA but also Santa Monica College, assorted K-12 schools, and more. Having a stop at UCLA and a line that ALSO connects to the D-Line extension that'll eventually be present in Westwood will help increase accessibility for the most vulnerable populations including, but not limited to, disabled individuals and low-income folk who can't afford LA gas prices/card, just to name a few. To side with the NIMBY's of Bel Air and Beverly Hills that'll be the least bit affected by the building of the line is to prioritize the ungrateful few over the in-need majority.
I-447	Website		90024	No		I'm writing to strongly petition the project administers to ensure the selected final layout for the rail line includes a stop at UCLA in order to drastically decrease wait times and provide a more convenient transportation option for over 67,000 UCLA employees that commute to campus on a consistent basis. UCLA is actually the 4th largest employer in the entire county, so including the campus in the metro rail line will be absolutely necessary in order to benefit as many people in the L.A. region as possible. Thank you very much for your consideration of my input and your work on this initiative.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-448	<b>Method</b> Website	Affiliation	91331		11/16/2023 5:54	
						the bus to campus. That was an additional hour or so. This is why a stop anywhere not on the campus makes no sense. The school is open to a stop, I think that is wonderful and it should be built.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-512	Email			Merged Document	11/16/2023 8:00	Metro sent out an email this morning that they would like to hear from usHappy to
						obligealthough Metro clearly has no interest in what anyone else thinksand its
						behavior and actions clearly reflect thatit is impervious to criticism and has zero
						interest in making itself accountable Good morningLetter to the Editor in today's LA
						Times is a very good way to start the day (see below) Another good way to begin
						today is the following appropriate quote from Plato "If you do not take an interest in
						the affairs of your government, then you are doomed to live under the rule of fools".
						So there is no confusion for the tunnel digging morons at Metro, Plato was an ancient
						Greek Philosopherand not the owner of Greek GYRO food truck. And to be clearLos
						Angeles is currently living under the rule of fools at Metrowho think this is 1923 not
						2023. Shovel digging engineers enabled by their leadership and totally clueless about
						the futurebut it is about full employment for thembecause to quote one of the
						great often used movie lines "I have nowhere else to go". The fire at the 10 in
						downtown Los Angeles is a good warning for our community and our city. Attempting
						to put a tunnel under a residential community led by this group of incompetents at
						Metro is a frightening, irresponsible and unhinged thoughtunless of course the fire
						occurs during the summer, so the idiots at Metro can tell us that we won't need to use
						our barbecues because the heat coming thru the grills from the easements they need
						to build the project will be hot enough to cook our food. In light of the fact that the
						executives at Metro haven't been right about anything in the last 25 yearshere is the
						underlying questionwhy would anyone believe anything they say?over budget on
						every projectbehind schedule on every major projectunable to provide safety for
						passengers on the trains or busescontinuing to misinform the publicpublishing
						bogus surveysI could go onbut its more of the sametrust is built on credibilityI
						defy anyone to tell me that they have earned even an ounce of credibilityand now
						we are thinking of giving them money to start their own police forcea truly bad,
						horrendous idea with the present leadership in placeI can see the future headlines

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-449	Website	Amiliation	91304		11/16/2023 10:43	Although I am sure my comments are not unique, I wanted to express my support for Alternatives 4-6 (heavy rail) and opposition to 1-3 (monorail). I am writing because I am deeply concerned about the possibility of Alternatives 1-3 or the proposal by LA SkyRail Express (John Laing, Skanska, BYD, Gensler, HDR, ACI and Innova) being approved for development for the Sepulveda Transit Corridor. As someone that lives in the Western SFV right by a G line station and a current student at UCLA, the potential for this project cannot be understated and I can easily go from my house in Western SFV to UCLA/the Westside (or farther) without a car. With that said, I implore the LA Metro Board to reject the monorail options, as not only is the cited \$6.1 billion BYD proposal incorrect, it is also deeply misleading. BYD has a known history of engineering and quality issues with their products, as exemplified in the electric buses purchased by former LA mayor Eric Garcetti. Although LA Metro has raised concerns about BYD in the past, I am still concerned about their ramping lobbying efforts and attempts to influence public perception/Board votes through illicit means: BYD will do anything to win this contract, and I hope that this fact is apparent to the Metro board in their dealings in the US throughout the years (e.g., see Albuquerque and BYD). I am just deeply concerned about the lack of ethics and focus on short-term profits of the LA SkyRail Group/BYD. As a lifelong Angeleno, this project will literally transform my life and this city for the better: Metro only has one chance to get this right, please listen to the people and common engineering sense and advance HRT/reject monorail. I want this train to be a symbol of progress and innovation, not inept city planning and bureaucratic corruption.  Not only that but even CalTrans stated "[i]t informed Metro that any alternative on, or adjacent to, I-405 will require extensive dialogue, agreements, easements, and permits, and it notified Metro that due to existing binding agree
I-450	Website		90405	No		I have reviewed the project website and believe heavy-rail subway with a stop on UCLA's campus is the best option.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-451	Website	Amilation	90232		11/16/2023 19:19	I am in favor of heavy rail (options 4,5 or 6) and a stop at UCLA. The monorail options will not be as fast or serve as many riders. I live in Culver City and often take the Expo line and would be much more likely to take public transportation to UCLA as well as the valley if it was fast and efficient, and heavy rail check both of these boxes.
I-452	Website		90031	No		It is essential you select Alternative 4. This is the only alternative that addresses the current and future transportation needs of LA Country as a region. No other alternative is acceptable at all. You must not cave in to the tiny minority of vocal NIMBY opponents of Alternative 4. You must select Alternative 4, it is the only option that is buildable and relevant. Alternative 4 is the locally preferred alternative.
I-453	Website		91602	No		I believe that Alt 4 would be the best option with the cost and efficiency. But Alt 5 and 6 are also good. Please do not build a monorail. It is a silly idea. Also please do not bend to the will of the uber rich people in Bel Air and Sherman Oaks who are delusional. Thank you

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-454	Website		91104	No		Please stop asking for feedback. Allowing misinformed, biased or poorly motivated individuals or groups to interfere with transportation improvements, causing delays at best, and poor outcomes and wasted funds at worst, is part of the reason we have this transportation emergency in the Los Angeles basin. Damaged freeways can be repaired in weeks while it takes 20 years to argue over subway extensions, partially enabled by Metro's insistence on offering ridiculous and wasteful alternatives like a monorail. This only encourages conspiracy theories and falsehoods like the idea that a subway will cause earthquakes, for instance. There is no question, using a hundred years of data and examples worldwide, that middle-of-freeway monorails are useless wastes of money, and that subways are the only option for robust, scalable transit in urban areas. You might as well be listing hot air balloon options and asking how many people like balloon rides for how much this process is accomplishingencouraging trolls and bigots to support the most useless option, as they're against all forms of collective action. Please stop. Move forward using data, not endless community meetings and surveys. Work faster. Help create a better Los Angeles before those of us currently stuck in traffic or waiting endlessly for a bus are dead.
I-455	Website		91316	No		Please, please build heavy rail. Alternatives 4-6 inclusive. Neither Sherman Oaks nor the SFVCOG speak for the working class, predominantly Latino population of the Valley that stands to benefit from this service. Don't forget us like before.
I-456	Website		91411	No		I think option 6 is the best option, having the best travel times, reliability, and a direct stop at UCLA. Freeway median stops should be avoided whenever possible, and the travel times are worse for the monorail. Heavy rail is proven reliable high quality transit, and we should be building a world class transit system in Los Angeles to invest in our future.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-457	Website		90024	No		Alternatives 4 and 5 are by far the best alternatives. It's been proven by the ridership projections, so LA Metro should proceed with these alternatives. Alternatives 4 and 5 best balance cost with ridership.  Alternatives 1-3 are lower cost, but sacrifice ridership, and create poor transfer experiences at the Wilshire/Purple Line station. With Alternative 1-2 in particular, riders may find themselves traversing over 50 ft vertically to get from platform to platform. This is a huge barrier for riders with reduced mobility. The STC station for Alternative 3 is farther from the Purple Line than Alternatives 4-6, also reducing the convenience of transferring.  Alternative 6 is the most expensive option, but it doesn't provide any additional utility beyond Alternatives 4 and 5. The ridership is also lower, so there is no reason to proceed with this alternative.  Alternative 4 is likely the best option, providing the highest quality service at a lower price tag than Alternative 5. The opposition to elevated rail is baseless and misguided. Plenty of rail around the world is elevated with little to no issues. Sound barriers can easily be installed to reduce noise, if necessary.
1-458	Website		90404	No		Please only consider Heavy Rail. The monorail is essentially a "no project" option favored by NIMBYs in opposition to safe, fast and reliable transit.  As a citizen who would utilize heavy rail, this would significantly reduce my carbon impact for my commute.  Please also consider alternatives 5 and 6, or consider making the rail go all the way to San Fernando.
I-459	Website		91345	No		I would like to add my voice to support either Alternative 4 or 5, with Alternative 6 as a close 2nd.
						Please do not waste time entertaining the monorail alternatives. Thank you.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-460	Website	Allilation	90077		11/16/2023 19:27	I attended one of the open houses and made some comments then. I continue to believe that this project makes sense. I commented at the time that there are a lot of issues that I don't know enough about to make a meaningful comment, but as someone who actually uses the Metro trains on a regular basis, I much prefer travelling above ground than below. So the monorail alternatives appeal more to me. I also think being able to have a stop at the Getty Center is important as that is a significant locals and tourist destination.  In reflecting further, it also seems to me that the time to construct the monorail, and the costs of those alternatives would have to be faster and cheaper than boring through the mountains. Traffic only continues to get worse, so time is of the essence. And funding is always an issue and seems likely to become even more difficult as other climate related issues need to be dealt with.
I-461	Website		90250	No		I disapprove of any alternative that is monorail. It has significantly lower projected ridership compared to heavy rail, would disrupt the already extremely congested 405 in the Sepulveda pass for many years, and has unappealing stations in the middle of the highway. I believe a station in the middle of the UCLA campus is necessary and the automated versions of the project, Alternatives 4/5, allow for the best frequencies and also has better station placements that would not interrupt the East San Fernando Valley light rail line along Van Nuys Blvd, unlike alternative 6. I believe alternative 4 is by far the best option, being that it is the most cost effective. Folks in the valley complain about it being inequitable for being elevated in the valley but not West LA. However, Sepulveda is very wide in the valley and is nearby and parallel to the 405, another elevated form of infrastructure. An unseen benefit of the elevated option is the possible buffering of the 405 noise on the east side of the highway which would benefit residents. Modern heavy rail technology is not very noisy in my experience, at least compared to the 405 in this section.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-462	Website		90064	No		As a neighbor who lives near the proposed stop on by Pico on this line, I would like to write strongly in support of Alternatives 4 & 5. We need enough capacityby the time my kids are old enough to ride, only Heavy Rail will provide that. Similarly, Exposition
						and Sepulveda is the logical place for a station give that it's the nexus point for all of the newer, denser housing being built East of the 405. (West of the 405, Santa Monica seems to fight housing and want a giant airport park, so why run major public transit infrastructure somewhere where it's not needed.)
I-463	Website		90045	No	11/16/2023 19:43	The quicker this gets done, the better. Heavy rail is the way to go!!

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-464	Website		91401	No		It is essential that a subway is chosen over a monorail—this is an area-changing transit project, that can define a modal commute change for the valley and westside, enable more affordable housing for students at UCLA, as well as cheaper housing for its employees.  It would be insane to select the monorail. It is a whole new, CUSTOM, inventory and operating mechanism — fleet specific to the monorail, years of custom maintenance work, and a low ceiling on ridership, all to please some rich people.  Please do not make the mistakes of the past, where corners were cut that have led to low transit speeds and low ridership.  Transit MUST beat a car commute time, which is why the fastest, heaviest ridership & lowest headways make a successful project  That is the last point I want to emphasize—that LA is bleeding transit riders NOT ONLY because riders feel unsafe but because of low headways.  If I want to take the gold line, I wait as much as 24 minutes during off peak hours, or weekends, at which point I can walk a whole mile, plus transit time, or spend 3 more dollars and take an uber. headways always need to be below 12 minutes and 3 minutes during rush hour  Induced demand is true on roads, but it is also true on transit. No one wants to plan their life around half-hour gaps in service, or be late to work because of long headways LASTLY—when they open Google Maps, which everyone does, transit should always be time-competitive  Given LA's scale, that's impossible for many routes, but that will be possible with the train/subway option of the sepulveda project and its transfers to the D Line, or vice versa. You could commute from sherman oaks to downtown in less than 40 minutes! That's life-changing!  LA has been so shortsighted when it comes to transit implementation. Let's change that. THANK YOU.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-466	Website		94501- 3314	No		This is an important project that I would use with high speed rail when visiting LA. My family lives down here and I am always trying to do it without driving.  Please choose a heavy rail option, preferably one with the highest ridership that serves UCLA.  Thanks!
I-465	Website		90232	No		Alternative 4 makes the most sense for the cost of construction, ridership, and speed. I know there is a lot of NIMBY push back on this issue but please don't let it hold up such an important project for Angelinos and the environment. For every loud detractor there are many quieter or silent supporters of this project.
I-467	Website		90028	No		I'd like to state my support for the heavy rail option, specifically 4 and 5. We have a chance to launch our transit system to the 21st century and have an automated heavy rail line. With shorter consistent headways and a direct stop at UCLA, options 4 and 5 have all it takes to set this project up for success. With the entire Westside neighborhoods in support for a direct UCLA stop and integration with E and D Lines, there is no question we must shirk the monorail and support heavy rail
I-468	Website		91403	No		As a resident of Sherman Oaks, I want to voice my strong support for a heavy rail line (Alts 4, 5, 6) over monorail (Alts 1, 2, 3) connecting SFV to the West Side. From Metro's numbers, it is clear heavy rail will provide much greater connectivity to more ridership at faster speeds.  I also want to express my hope that Alt 5 or 6, a fully underground alternative, will be chosen. Metro is currently building the D line completely underground and to do otherwise with the Sepulveda Line feels like it is treating SFV as less deserving of the City/Metro's resources. Considering that SFV continues to densify, and is likely to have the greatest change in density over the coming years, a fully underground subway seems like the appropriate choice for the future of the SFV.  Thank you all for your continued hard work on this and the many other projects Metro is pursuing. I am excited to see the Draft EIR when it is published!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-469	Website		91754	No		I have always bemoaned the inability to take transit between the valley and West LA. I make frequent trips between the Valley and UCLA and would sincerely love to take the train like I do when I go to downtown or East LA, but the current options are just too inconvenient and time-consuming. We really need high quality transit in LA so that everyone can get around anywhere they need without a car. Looking at the options, I strongly support the heavy rail alternatives (4, 5, and 6) because it just seems so obvious that we would want to be able to move more people faster and make that corridor as seamless of a connection as possible. Alterative 1 should be a non-option for how slow and small it is and especially for how awful it would make it for UCLA students, a HUGE community that would benefit from this project.
I-470	Website		91754	No		Personally I really dislike driving despite living in LA since my driving skills are pretty lackluster, but despite that I would still really like the independence to be able to travel anywhere through this city without a car to visit friends and go places that I'd like to. We need to be planning for more accessible, more convenient transit right now so that that can finally be viable! The Sepulveda Corridor would be a huge win for this, but only if we opt for alternatives 4, 5, or 6. They really stand out as fast, efficient plans that won't add to the burden transit riders already face unlike the alternative 1.
I-471	Website		91401	No		This family's response to the entire "through the mountains" project is that it is an insane boondoggle that will make ALL transit impossible for decades and would cause entire neighborhoods to be forever changed/decimated. Just as with earlier attempts at mass transit that failed miserably, like putting a subway across the entire SFV OR mounting a monorail OR heavy rail train atop the 101 Freeway, this, too, will fail. I'll repeat what a seasoned realtor said back around 1987 "this won't happen in your lifetime!" That statement was made 36 years ago and applies to THIS ridiculous scenario as well. Just say NO to the idiocy.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-472	Website		92532	No		It is a known fact that the underground heavy-rail alternatives (4-6) offer superior station placements, higher ridership estimates, lower construction/maintanence costs (the BYD numbers are misleading and it is a certainty that these cost estimates will rise to exceed those of heavy rail), and better compatibility with the greater LA metro network. Please, do not ruin a once-in-a lifetime opportunity we have to connect the valley to the westside. This project has the potential to transform transportation in the region and the people have spoken. A majority of residents, students, and commuters prefer heavy rail alignments. Please, please, do not let the wealthy minority (Bel-Air, Sherman Oaks) drive an inferior design. You have the support of the people and can win legal challenges if you go forward with alternatives 4-6 (heavy rail).
1-473	Website		90015	No		The Sepulveda corridor has the potential to be one of the most positively transformative projects in LA's recent history. Connecting communities in the Valley directly with the Westside provides access to jobs and cultural institutions, and this section in particular is inherently very competitive with driving on the always congested 405. However, we cannot squander this opportunity by not opting for heavy rail or a stop on UCLA's campus. UCLA is one of the world's premier educational institutions, but can be incredibly difficult to access for the tens of thousands of Angelinos that work and study there. Heavy rail is a proven technology that works on our existing B and D lines, and needs to be the choice going forward.
1-474	Website		91436	No		As a resident of Encino I am likely to use this if the project built is fast and convenient and reliable and easily connects to other metro routes that can get you to other points in LA quickly and reliably. I would endorse the project version that most likely accomplishes that. One that cuts corners or saves money and doesn't accomplish rapid transit would be a waste in my opinion.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-475	Website		90066	No	11/16/2023 20:48	No monorail! The latest projected ridership figures shows a huge gulf between
						monorail and heavy rail. Heavy rail is clearly the best option.
						Alternative 4 seems to me to be the best balance of cost and effectiveness, though
						Alternative 5 and 6 would still be good.
I-476	Website		90024	No	11/16/2023 20:53	Accessibility for the general public would increase substantially
						? UCLA is a public research university that offers services to the public and the
						community; as such, its services should be easily accessible to the general public.
						? UCLA operates a world renowned health care system and offers state of the art
						medical services, including an on-site hospital. These medical services should be
						accessible to a broader population through public transit thereby greatly expanding health care opportunities.
						? UCLA's campus contains numerous cultural institutions and sports facilities, including
						the Fowler Museum, Royce Hall, and Pauley Pavilion, which collectively host dozens of
						events attended by hundreds of thousands of visitors each year. Access to UCLA via a
						UCLA station would connect the public to these events and institutions without the
						need for a car, further reducing impact on our roadways and the environment.
I-477	Website		91423	No	11/16/2023 20:59	The Sepulveda Transit Corridor Project needs to be below ground. No on street or
						monorail system.
I-478	Website		91344	No	11/16/2023 21:02	Heavy rail and preferably option 6. Heavy rail from the valley through UCLA is the best option and should be built.
						For the love of God, please do not build a monorailterrible option.
						Respectfully

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-479	Website		90024	No		I attend UCLA and frequently travel between Ventura County with the awful traffic and all the expenses that come with car ownership. I would like so much to be able to make that trip by transit, but the current options take many hours, transfers, delays, ticket purchases, etc. The Sepulveda Transit Corridor project really caught my eye, but Alternative 1 was very disappointing and would hardly make the trip easier on UCLA Students and Westwood residents. Please choose from alternatives 4, 5, and 6, which are leagues better in convenience, transit time, and the amount of people that can take it at a time.
I-480	Website		90024	No	11/16/2023 21:15	As someone who goes to UCLA and frequently drives to the Valley for work, please make the best choice for this project and DON'T BUILD THE MONORAIL! Alternative 4 is the best choice
I-481	Website		93065	No		Hello, When I attended UCLA last year, I would often drive between Simi Valley and UCLA. I continue to do so when I visit my friends. I often have to come home late due to traffic or to avoid traffic. It would be very beneficial to me and future students/workers to use public transport to make this journey. It might also decrease 405 traffic, and help people make the switch to public transport due to the convenience. Unfortunately, Alternative 1 seems disappointing and would hardly make the trip easier. Please choose from alternatives 4, 5, and 6, which are much better in convenience, transit time, and the amount of people that can take it at a time. Thank you.
I-482	Website		91311	No		General comment altho I might use the corridor to get from Chatsworth down to the VA hospital.  Regards route naming and overhead announcements: There are NINE letters in the English language which rhyme with E. On the station and in car announcements, they can all sound alike. Better to give the routes descriptive names and colors than just more sound-alike letters.
I-483	Website		93101	No		I support any heavy rail option. Alternative 4 and 5 are the best. Monorail is not the way. We have to serve UCLA directly. I commute to Long Beach often so I will be taking this in the future!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-484	Website		90039- 1211	No		Hello! I can't tell the MTA & LA City officials how pleased I am to see considerable progress on this hopeful subway line [Option #5 being the best option]. Although I've already forewarned friends & colleagues who live in the heart of the S.F. Valley not to punch their tickets yet for a quick & safe ride into the Westside [most likely I won't see this line built in my lifetime], this is a WONDERFUL project for Los Angeles to finally feel like a true city, moving people efficiently & safely from the heart of suburbia to 1 of the most congested parts of the city [& perhaps the world], linking Downtown Westwood, UCLA & Westwood Village. Please continue progressing on this, lobbying our federal government to fund a good portion of this project & eventual extension to LAX.
I-485	Website		90031	No	11/16/2023 21:53	Please select alternative 4. This is the best option.
I-486	Website		90025	No		It is an environmental imperative to select one of the heavy rail options and reject all of the monorail options. The monorail offers fewer ridership opportunities, particularly for UCLA students, and a correspondingly lower emissions offset profile. I prefer Option 6 as it offers the most promise for transit oriented housing (Sawtelle and points south to LAX are more environmentally friendly than Sepulveda / the 405 for a future Sepulveda Line extension) and, selfishly, because I live closer to the planned stops for Option 6 (and would welcome any construction nearby that would entail!), but Options 4-6 are all far superior to Options 1-3. Thank you for your consideration.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-487	Website		90034		11/16/2023 22:18	As a UCLA student, I hope Metro chooses one of the heavy rail options 4-6 so that I can better travel throughout LA. Using Metro's own travel demand model, an on-campus UCLA station would be the busiest non-transfer station in the entire Metro Rail system. Access to a UCLA station would provide the largest potential for ridership, contributing to as many as 120,000 average weekday boarding's - which can help sustain the project and its goals. Riders choose to optimize travel times. Therefore, using a transit connector to another separate station would decrease significant potential for ridership among UCLA travelers and is not a substitute for a direct on-campus station which have travel times between 12 and 24 minutes. If UCLA is to utilize a new rail line, the evidence suggests this is best facilitated through options 4-6.
I-488	Website		91604	No		Please select one of the heavy rail alternatives: Alt 4, 5, or 6. I prefer Alt 6 as it goes up Van Nuys Blvd. I frequently commute to the Westside from the Valley for meetings, including UCLA (previously worked there and commuted over Beverly Glen), and would love to utilize a rider-focused Metro rail line. We know passengers prefer heavy rail and underground systems, and the goal should be to drive rail ridership region wide by making it the best-in-class alternatives for passenger experience.
I-489	Website		90066	No		It is absolutely necessary to select either option 4 or 5 for this project. The monorail options, which are slower, lower capacity, have worse station locations and are overall proposed by an unreliable and shady company, will NOT encourage drivers to switch to using public transit. The heavy rail connections are AMAZING and will have a totally transformative effect on the state of public transit in Los Angeles. This vital link will pull tens of thousands of people out of cars, help us reach our climate goals, help with affordability, and overall be a massive boon to both the valley and the West Side. Please select option 4 or 5 for this project - we only have once chance to build a world-class connection in this corridor, let's make it the best we can imagine!

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-3	Website	Neal	91403	No	11/16/2023 22:56	Underground is the best option for the San Fernando Valley. Under Sepulveda makes
						the most sense. The other option is monorail down the 405. Raised rail on Sepulveda is
						unacceptable.
I-490	Website		90016	No		I strongly support Alternatives 4 and 5 for this project. There needs to be a great connection at UCLA, and it makes more sense to align to Sepulveda Blvd on the
						westside, in terms of later phases connecting to LAX. The Centinela corridor could use
						better transit, but the land use along Sepulveda will be much more transit-oriented.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-491	Website		91304	No		So MTA Los Angeles has the resources for the Sepulveda Transit Project, K Line train, and the continuation of the Purple Line Subway, yet MTA Los Angeles cannot continue to provide bus lines 788 (SEPULVEDA PASS/405 FREEWAY), 750 (CONTINOUS VENTURA BOULEVARD), or increase bus frequency for the Orange Line. UNACCEPTABLE.  Do you really expect the public to believe the "Next Gen Study" indicated that public transit riders doo not want or need lines 788, 750, or increased frequency on the Orange Line? PLEASE BRING THESE LINES BACK.  Do MTA Executive Board Members have even the slightest of concept as to what kind of damage a 30 to even a 45 minute wait at an Orange Line Station does to not only a person's commute, to his or her safety?  You don't understand because you sit comfortable in your offices while we savor the suffering caused by chronic delays, violeny crimes, thugs swarming around us assessing who they can con or traumatize, and all the while we are begging God for the bus to arrive sooner than later. God knows I am telling the truth.  Lack of security personnel is also very much STILL a problem and you throw crumbs of service at us with your woke "Transit Ambassadors" who spend their shifts staring at their cell phones. Your contempt for law enforcement and security personnel is disturbing. God knows I am telling the truth again.  The lack of public restrooms is chronically disturbing. Chatsworth and North Hollywood Stations STILL DO NOT have adequete public restrooms for the droves of people. If you are going to respond with the excuse of "Well, the homeless present a very unique and difficult challenge for us to be able to provide, operate, and maintain public restrooms." Save it because the homeless crisis is NOT an excuse anymore to deny adequete public restrooms for transit riders. PEOPLE HAVE BOWEL AND BLADDER PROBLEMS.  MTA Los Angeles must accept these various challenges and understand that WE, the public did not come to you. YOU CAME TO US. YOU WORK FOR US.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-492	Website		91403	No		While I appreciate the opportunity to provide commentary, I know that in the end the city going to what it wants regardless of the impact on local citizens. In any event, I strongly recommend a completely underground subway from Van Nuys to the west side. My favored path is under Van Nuys Blvd. To construct an above ground passageway along Sepulveda will permanently disrupt the lives and property values of Sherman Oaks homeowners.
I-493	Website		90049	No		Our home's backyard butts up against Sepulveda Blvd north of Sunset. How will this project affect me personally, will the monorail over the 405 add more noise, will the underground plan go under my home, where will the Getty station be, north or south of the museum entrance or on the Getty property? These are very important issues to my family and me. Thank you
I-494	Website		90066	No		Alt 6 has the best travel times but the ridership numbers are lower than alternatives 4&5. Are the ridership numbers lower because it's driver-operated and not automated (longer headways thus fewer trains during peak hours)? Why is the Alt 6 route only being studied as driver-operated? Is there anything preventing the Alt 6 route from using automated trains?  In previous polls and comment periods I've select Alt 6 as my preferred option but that was based on the route, stations, and transfer points. Driver-operated vs automated did not play a factor in my decision and I assume I am not alone. If Alt 6 were to be studied using automated trains it would have the best travel times and I presume similarly high ridership numbers.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-495	Website	Aimaton	90019		11/16/2023 23:54	With much higher projected ridership for alternatives 4-6 compared to alternatives 1-3 (up to 87% higher!!), it is clear that heavy rail is the transit mode that Los Angeles needs for the Sepulveda Transit Corridor. Having transit stations in a freeway results in low ridership and makes for a bad travel experience, as LA has learned again and again. No alternative without a direct stop at UCLA or with most stations located in a freeway should be considered. Alternatives 4-5 in particular with their better connection to the E line at Expo/Sepulveda with existing and planned high-quality bus service, and higher possible frequencies through automation, are the best options. With such a large amount of Measure M money available, record federal money available through the IIJA (some national transit projects, like the Gateway tunnels, have received 70% federal share), and such high projected ridership, LA will be able to afford the heavy rail alternatives. This is a once-in-a-generation project and we have got to get this right.
I-496	Website		91604	No	11/16/2023 23:57	Great progress seems to be happening on this much needed transportation project!
I-497	Website		91602	No		Not sure which of the heavy rail alternatives are best but I am opposed to the monorail options. Please be sure to include a station at UCLA. Finally, I am no longer in the Los Angeles area, so please remove me from the mailing list. Thanks!
I-498	Website		90043	No		UCLA is the fourth-largest employer in LA County, so a stop there is paramount. Heavy rail is also the way to go. If other cities on the ring of fire can build heavy rail despite earthquakes, we can too. As a person who lives near a K line stop and works near Wilshire and Bundy, I support this rail overall, and agree with many who prefer option 6. It is unfair for a few homeowners to get their way over the MANY students, workers, and others who cannot afford to live in West LA but have to waste their time, and therefore their life, stuck in traffic to get there, while in a car or on the bus.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-499	Website	Anniation	90720			Alternatives 4 and 5 are the only two alternatives that provide the highest-quality transit service that is competitive with auto travel and adequately serves the necessary populations. Automated heavy rail has the highest capacity, best frequencies, and is the most reliable type of service. A station at UCLA is essential and must be included. Please advance Alternative 4 or 5 as soon as possible to start transit service for the hundreds of thousands of people who need it.
I-500	Website		92103	No	11/17/2023 3:21	As a young person who is concerned about the future of Los Angeles' public transportation, its capacity, speed, and overall ability to move millions of people for decades to come, it's VITAL we support the heavy rail alternatives, specifically 4 and 5, and serve UCLA (and eventually LAX) directly with rail at Gateway Plaza. We only have one opportunity to make this right, let's do it now instead of cheapening out on what is objectively a worse project (like monorail alts 1-3).
I-501	Website		90024	No	11/17/2023 3:48	Alternative 4 or 5 are definitely the best options and as a UCLA student are the only options that really work for me.
I-502	Website		90013	No	11/17/2023 3:54	Please don't do a monorail  I want heavy rail  Alignments 5 and 6  A STOP on UCLAs CAMPUS  Absolutely no monorail
I-503	Website		91913	No	11/17/2023 4:25	As a young person who is concerned about the future of Los Angeles' public transportation, its capacity, speed, and overall ability to move millions of people for decades to come, it's VITAL we support the heavy rail alternatives, specifically 4 and 5, and serve UCLA (and eventually LAX) directly with heavy rail at Gateway Plaza. We only have one opportunity to make this right, let's do it now instead of cheapening out on what is objectively a worse project (like monorail alts 1-3).
I-504	Website		92054	No	11/17/2023 4:38	Please support Alternatives 4 or 5. A station at UCLA and the frequency afforded by ATO is critical to the success of the project.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-505	Website		90063	No	11/17/2023 5:41	All monorail options are silly and anybody still suggesting them aren't serious people.
I-513	Email			No		All In the clarity of the morningthere are some additional facts I would like to point outstarting withwhat the hell is Metro doing besides providing full employment for a group of clueless, inept engineers for the next 30 to 40 years. They are clearly intentionally deceiving the public with the project known as the Sepulveda Transit Corridor. Why are so many people at our border? one main reason is that their governments are simply failingif you can't provide basic safety and give people the chance for tomorrow, they look elsewhereand that's what could happen to our cityfrom smash and grabs, unsafe public transportation, the homeless overrunning our city (courtesy of our last Mayorwho in Middle Ages Terms would have been known as "Eric the Useless")the list goes onwhere is our leadership and holding public agencies truly accountable? It's the Question of the dayand the reason for the last two years more people are leaving LA than coming here. Which brings us to Metro who has been working on this project since 2014I hate to be redundantbut it's true. What is the object of the exerciselogic and common sense (attributes clearly missing from this project) would dictate in the Los Angeles sprawl that the primary object would be getting people to the airport from the Valley with a spur to UCLA-using electric buses from a stop near the Skirball Instead because Metro has dithered and squandered tens of millions of dollars, UCLA has hijacked the project and demanded that a subway be built under a residential community at a cost of \$30B+ (real number after certain litigationwhich might kill the project all togethertruth) to go directly to themcould you imagine anyone even suggesting this under Pasadena? If we had had a real former Mayorwho clearly did not use his head except as a neck ornamentthis idea would have been killed immediately on presentation. Insane to even contemplate building a subway at 4 to 5 times the cost of building a monorailno capable business execut

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-506	Website		91316	No		These monorail options are terrible and should not be taken seriously. I would like option 6 so we can really start to move LA to be a great transit city. I'm open to options 4 and 5 too, but I really think we need the fastest for this to stand the test of time.
I-507	Website		90065	No		Hello. I support heavy rail, which means Alternatives 4 or 5. Heavy rail is best for future-proofing the line as ridership increases. UCLA must be served effectively and efficiently. Thank you
I-508	Website		91602- 4308	No		Please build this as rail/subway, not monorail and the sooner the better. Metro takes WAY too long to accomplish anything, it's a disservice to we Angelenos
I-509	Website		91356	No		Montreal's REM subway costs \$139 million per mile and they built 42 miles of it since 2016, with a majority of the system now serving riders. When superior boring machines are now available by companies like the Boring Company – a local firm – Angelinos expect and sorely need an atypically quick and efficient build time. My commute of 14 miles from Tarzana to UCLA takes around 50 minutes, and map apps seldom recommend the freeways. Reference article: https://www.bloomberg.com/news/articles/2023-10-30/how-montreal-s-new-rapid-transit-line-saved-millions-per-mile

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-510	Website		91040	No		Regards station locations, I urge that situating a station on the UCLA campus be reconsidered, on two counts. First, commujting students' convenient access to classroom instruction and academic advisors ought to be a paramount consideration. I feel that this ought to be number one priority, above the public access to a conference center, a sports event or an outpatient appointment. There would also be a significant uphill climb from the current projected station locale - significant topographic elevation to be confronted with, particularly those students with physical disabilities. As an example of the latter, in the early 1980s, the design of a stairway thru Myerhoff Park on the north side of Kerckhoff Hall was a design imbroglio. Disabled Access advocates got into the fray and the local state senator as well as the UCLA Alumni Association took interest. The L.A. Times produced three articles over the controversy. The current decision to ignore the factor of topography as well as North Campus being comparatively remote from the current projected station locale are problemmatic. Student groups have yet to make more detailed analysis of negative consequences. Secondly, there is a flood threath illustrated by the notorious DWP pipeline break under Sunset Boulevard. It illustrates how a flood could emanated from Stone Canyon Creek in a climate related downpour. During heavy winter rains in 1998, Sunset was partially flooded one morning adjacent to the elementary school. What would have happened if the Stone Canyon watershed had been burnt off? I feel that a campus subway station ought to be constructed on safe high ground. Tunneling deep beneath the bedrock upon which Rolfe Hall, Royce Hall, Powell Library, Mathmatics Sciences and Geffen School of Medicine would afford a subway station beneath Portola Plaza east of Moore Hall, at the top of the stairway I've mentioned and much more of a central location on campus. If Metro can afford to construct the deep Downtown Connector station under Bunker Hill, it ought to b
I-514	Website		90272	No		When will there be a decision on which of the six proposals will be adopted. Of these, only Plan 6 makes any sense

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-515	Website		90004	No		I heavily support Alternatives 4, 5 or 6 for heavy rail to connect the valley with the west-side with a station at UCLA. In addition to the speed increases compared to the monorail alternatives, it allows for much easier connectivity to the rest of the rail lines already built. It makes no sense to build a new additional form of transit that shares none of the same compatibility, speed, ease of access, or rider capacity in the monorail concepts. The potential ridership alone of a heavy rail alternative to the 405 should easily make it one of the highest demand transit projects in the country bar none. We likely will only have one chance in a generation to get this right, so lets make this as future proof as possible!
I-516	Website		90094	No		It is incredible important to go with one of the heavy rail options, NOT any of the monorail options. Station placement is key, and only the heavy rail options have good station locations. I prefer Alternative 6, as I think it would actually get the highest ridership (in contrast to what the EIR says). The station at Bundy/Expo is poised to be a true urban station in the way a station at Expo/Sepulveda wouldn't be. However, Alternatives 4 and 5 are acceptable.
I-517	Website		91401	No		I believe that Los Angelinos need a high capacity transit system, and that MTA should choose a heavy rail option for the Sepulveda Bypass Project.
I-518	Website		91325	No		I have thought long and hard about how to get people out of their cars and ride Metro. The only thing that will work is when they witness while waiting in traffic that Metro is moving forward faster then they are. If we hide Metro under ground we lose that advantage of seeing is knowledge. Please, please run the 405 corridor along the 405 freeway and not under ground.
I-519	Website		91101	No		I'd like to advocate for  1. Heavy rail  2. Automated trains  3. An on-campus UCLA stop

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-520	Website		90024		11/19/2023 23:17	UCLA must have a Metro station! This would be so helpful for students traveling to different parts of the city, particularly those without a car. College students are already burdened by classes and tuition, so we should not need to spend exorbitant amounts of money on Ubers nor should we need to take 2 hours to get somewhere by bus.
I-521	Website		91403	No		<ol> <li>The homeowners and property owners must have discounted tax rates during construction as they will endure the construction noise and congestion. The 405 work lasted for years and created many months of sleep deprivation due to the construction noise. The debris was endless and many became asthmatic from it.</li> <li>Shelters must be added. Nightly 600 people exit the train with nowhere to sleep. To avoid this shelters must be added nearby so no one is sleeping or lighting fires underneath the 405 freeway.</li> <li>Security must be added so additional deaths do not occur around and within the metro stations.</li> <li>You can add all the transportation you want however until people feel safe and the demand to want to ride metro is supported this is a waste of taxpayer money. None of the proposals address the root cause of ridership diminishing which is safety concerns.</li> </ol>
I-526	Email			No	11/20/2023 8:00	Hi! I would be very happy with option 1 since it uses the infrastructure already available on the 405 to build the monorail in the middle!!
I-522	Website		90404	No		None of the heavy rail proposals make sense because they do not include a stop at the Getty Center. This is a major tourist attraction in Los Angeles and also a prime destination for LA County residents - why not make that accessible? Also adding stops closer to UCLA as shown on the monorail maps will make UCLA Medical Center more accessible to patients who cannot walk long distances to the train. However you will need to make 100% sure these stops are all completely accessible with multiple elevators/escalators and will also need to make sure construction does not disrupt UCLA Medical Center's operations in the interim.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
A-7	Website	City of Culver City - Transportation Department	90232		11/20/2023 20:25	It is critical that Metro moves forward with either Alternative 4 or Alternative 5. These alternatives show the strongest return on investment in terms of ridership and demonstrate the most substantial benefits to the community. Alternatives 1 and 2 should be removed from consideration due to their lack of direct connection to UCLA and the poor ridership predictions. Alternative 3 should also be removed from consideration since it is slower than the current low-end of travel time by car at AM Peak. Investing in a transit system that is not faster than private vehicle travel ensures that it will never be a commuter's first choice. This would make transit along the Sepulveda Corridor finally become an option, but it would forego the opportunity to transform transportation in Los Angeles. While Alternatives 1-3 may be less expensive, the data demonstrates that the dampened return on investment may actually make them less financially worthwhile than the heavy rail options. Alternative 6 is a reasonable option, however the ridership is substantially better for Alternatives 4 and
I-523	Website		90049	No	11/20/2023 21:43	5 with minimal impact to travel time. Please move forward with Alternatives 4 and 5.  The only options that make sense are those that serve UCLA. Therefore, the underground options are the best options. To put an above ground option at the same time the City is considering express lanes and congestion pricing would create havoc, not solve the problem and actually add to traffic by busing students and employees to one of the biggest employers on the WestsideUCLA

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-524	Website		91801	No		Hi, there! I am a PhD student in Environmental Engineering at UCLA and a proud public transit enthusiast. In line with many of my peers, I would love to advice for a rail station on our campus with a direct connection to the D-Line (Purple), since this is critical for advancing equity and accessibility, not just for us Westsiders and those in the San Fernando Valley, but for all Angelenos in general. (As a personal example, my father has not been allowed to drive his car for the past year because of an unjust DMV rule, so he has been enjoying taking transit more with my mom (who does not have her license at all). However, because they are older, it is not possible for them to walk very far, and having the on-campus station would be incredibly helpful for when they come to visit me / when I want to show them around.) Thank you so much in advance for your consideration, and please let me know if there are any ways our student community can help!
I-525	Website		90019	No		No monorail please! Alternative 4 looks the best because of the aerial portion at the north. Alternatives 4, 5, and 6 would all be much much better than monorail though!
I-527	Website		91504	No		It is essential for the future of Los Angeles that the alignment chosen for the Sepulveda corridor go directly to UCLA and utilize a heavy rail option for speed and capacity reasons. UCLA is one of the cornerstones of this city and employs or enrolls an enormous number of people. It deserves a fast and efficient public transit option. Please do not let neighborhood interest groups pushing for so-called local "equity" confuse the goals of an infrastructure project that will benefit hundreds of thousands of people in total, if not millions, for generations to come.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-528	Website		91767	No		Heavy rail is a superior option compared to monorail for the Sepulveda Corridor for several reasons. Firstly, heavy rail systems have a proven track record of high capacity and efficiency in densely populated urban areas. The Sepulveda Corridor, being a crucial transportation link in the Greater Los Angeles region, demands a robust and scalable solution to accommodate the anticipated high volume of commuters. Heavy rail's ability to handle large passenger loads and its potential for future expansion make it a more sustainable choice for addressing the region's growing transit needs. Additionally, heavy rail systems often integrate seamlessly with existing urban transit networks, fostering connectivity and providing a comprehensive solution to the complex transportation challenges faced by the Sepulveda Corridor. The established reliability and performance of heavy rail further underscore its suitability for ensuring efficient and effective transit in this critical transportation artery.
I-529	Website		90024	No		It was very exciting to attend this meeting about the Sepulveda Transit Corridor project. Seeing the new ridership numbers and anticipated travel times was great. I believe that this data once again emphasizes that heavy rail is the correct option for this project. If a heavy rail project is selected, it will serve riders and community stakeholders around UCLA and in the valley best. I also would like to emphasize the importance of a stop on the UCLA campus. If Metro selects a monorail option, it must be option three because a stop at the UCLA campus would be one of the most utilized in the entire LA region. I encourage the committee to select options 4, 5, or 6 that would service UCLA with a heavy rail station. If a monorail option is selected it must be option 3. Option 3 is the only monorail choice that properly serves riders and the wider community.
I-530	Website		92691	No		Alternatives 4 & 5 are the best options to serve the LA Sepulveda community. The ridership and headways alone speak for these alternatives. Keep heart and do not be threatened by the Bel Air HOA. You won against Beverly Hills and continue to provide the best options for your riders.

		Organization/	=		5 . 6	
I-531	Website	Affiliation	90026	Attachment No		As a resident of central Los Angeles who works along the Sepulveda Transit corridor and traverses this route on my daily commute, I enthusiastically support the highest quality, quickest, best-connected, highest ridership alternatives namely, heavy rail alternatives 4, 5, and 6. In terms of cost effectiveness, ridership, connectivity, and transit time, these are the clear winners, representing the only alternatives that would allow me to electively choose commuting by public transit over private car. The monorail options are a laughable joke, as Metro well knows half the ridership, double the transit time, with stations letting riders out in the middle of freeway exits nowhere near their destinations. Will Metro, Caltrans, or BYD be financially responsible for the very expensive infrastructure required to make freeway-adjacent stations walkable or well connected for transfers? Will these significant costs be factored into overall cost effectiveness ratings?  It is abundantly clear which options are best for *transit riders*. We simply cannot let the opinions of the wealthy few in rich, exclusionary neighborhoods who never ride public transit dictate what would be best for the vast majority of angelenos. Metro would have a public relations disaster on its hands should it choose to cower to the belligerent voices of the Fred Rosens of the world, rather than listen to the vast majority of stakeholders who support the alternatives which are clearly, objectively best.  Of the 3 heavy rail alternatives, alternative 5 seems best to me it has automation and frequency in its favor, and as it's largely underground in the valley it would garner the support of valley associations.  Let's build the option that is most likely to get federal support and transform Los Angeles for the better heavy rail!!

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-532	Website		94303	No		Alternatives 4 and 5 utilizing heavy rail will deliver the most benefits to the community. They have the fastest travel times and highest ridership due to the better alignment that serve the most users and the inherent advantages of heavy rail in speed and capacity. Alternatives 1-3, among other issues, utilize alignments adjacent to the busy 405 freeway, which will cause sound and air pollution issues at stations, degrading the ridership experience. The main reason why Alternative 6 is a lesser option is that the southern alignment precludes future convenient expansion to the south towards LAX and the K Line.
						In summary, Alternatives 4 and 5 with heavy rail should be the preferred alternative for this project.
I-534	Email			No		Hello! As a resident of the San Fernando Valley, I wanted to write in and express my strong support for alternative 4 for the Sepulveda Transit Corridor project. Honestly any of the three heavy rail alternatives would be amazing, but alt 4 seems to be the best and also most cost effective option. I'm opposed to the monorail options - if we are going to invest the time and money required to get a badly-needed transit line through this area, I'd rather see it done right. The monorail options would not be as fast or effective, and I think that choosing one of them would be catering to the whims of wealthy neighborhood associations which are trying to block and reduce the scope of this project. I very much hope Metro does the right thing for the greatest number of people and chooses a heavy rail alternative for this corridor. Thanks for your time,
I-535	Email			No		To whom it may concern, As a resident of the San Fernando Valley area, I am writing to express my support for building a heavy rail in the 405 corridor between the Valley and the west side. I understand the Sepulveda Transit Corridor project is in a study phase and that the scope of the project is under evaluation at this time. As a resident, a high-capacity and fast rail line would better serve our community and would incentivize other residents to use this fast rail line over their cars for their commutes (while a monorail would not). Thank you for your time.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-542	Email			No		1/ Just drop monorail now and the needless expense of studying this. We do not need to add yet another different mode to Metro's system. 2/. Selection #4 is best, followed by #5 and #6. (The heavy rail modes) They must include the on campus UCLA station-otherwise, why spend all the time and effort of trying to get people out of their cars over the pass? UCLA would also probably like to have a lot less cars coming to campus as well. #4 saves some money with the elevated portion- if the area will accept that. I would have gone for #6, but it duplicates the ESFV line (a very poor line). Subway should have come from under the mountain from UCLA with stops at Ventura, Magnolia, G Line, Van Owen and then Amtrak/Metrolink station. So because other decisions were made, disregard #6 3/ And here we go again, "Nimbys" fighting the tunnel. Please remind the the initial red line is under houses and now of course the more recent Purple Line issues with Beverly Hills High have all been built and no ones house has fallen down. Please do everything you can to not let your project be delayed because of this. 4/ Selections #4 & #5 need to connect to Expo at Sepulveda and best connection and sets up for a better route south to Culver City, Fox Hills on the future route to LAX Thank you.
I-543	Email			No		Dear Metro, Please prioritize the three options that move the most people the fastest (options 4, 5, and 6). All of the heavy rail options seem to be head and shoulders better than the others. It should be a project priority to serve large passenger generators like UCLA. Significant effort should be put into placing stations as close as possible to major destinations (like the university) and creating strongly connected pedestrian infrastructure around the stations. I'd don't want to exit a station to then walk a long distance to find an attractive destination. Avoid placing stations in loud and unwelcoming freeway medians. Thank you for your time and attention,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-544	Email			No		Hello, As a Valley resident and worker (with an office at the potential Sepulveda and Ventura station), I want to express my support for Alternative 4. This alternative has the best combination of ridership, utility, time savings, and cost savings vs. the other alternatives. The elevated portions of Alternative 4 are located along an extra-wide Sepulveda Blvd, which can accommodate an elevated structure in the center of the roadway with minimal impacts. The Sepulveda route hits many important destinations, including the employment node at Sepulveda and Ventura Blvds. Alternative 4 directly serves UCLA, which should be the highest priority of this project. This connection will allow students to live in lower-cost areas of the Valley and efficiently commute to classes without contributing to GHG emissions. The efficiency of lower presumed cost for the elevated portion, highest (or very close) ridership, and time savings should push this Alternative over the top to the selected route. Alternatives 5 and 6 are both very good, though presumably more expensive and potentially less cost efficient due to full (or almost entirely) subway routes. I would support either of these options, as well. Alternatives 4-6 all would use an existing technology that Metro uses on the B and D lines, which would allow more inter-system flexibility in purchasing and maintaining and operating equipment and cars. I oppose the monorail alternatives as expensive, low ridership, and slow. For this amount of investment and this important of a transit connection, heavy rail is the only option to get this investment in LA's future right.
I-533	Website		90066	No		This project needs to be an underground Subway. Please build this right. Any of the options with the underground Subway are ok with me, but Monorail is a bad idea. Underground tunnels are more sturdy and reliable than dealing with anything above ground. LA needs far more subways, and far less lightrail/at grade trains. Thank you.
I-536	Website		90065	No	1	We really need this as heavy rail! A proven technology in this city that we are currently using.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-537	Website		94704			Please continue studies on alternatives 4 & 5 and disregard all other (mainly the monorail options). Our area needs an interconnected rail network that is able to connect or expand with the existing metro network! UCLA students support 4&5, transit fanatics support 4&5 and the numbers & data support their claims that 4&5 are better ridership and cost wise. Thank you!!
I-540	Email			No		In regards to the Sepulveda Pass transit corridor, the monorail alternatives should not be considered for this transformative project. In a November 27 metro update, a monorail supporter from Sherman Oaks shared the following quote: I love Los Angeles, and I want it to succeed. But I don't want it to succeed at the cost of communities. Let's put in a beautiful monorail system that will silently whoosh by traffic on the 405. That's the best advertisement for transit there is." — Wayne Williams, Retired photographer and filmmaker, Sherman Oaks I want to point attention to the cost of the project to communities. This project will serve to connect the westside to the valley, offering a vital link that the region has been missing for decades. But what communities will this project actually serve? Metro ridership across the system has historically been dominated by the working class. People who commute to work and in the case of this project have spent countless hours enduring traffic along the 405. Building a reliable, effective link between the Valley and job centers in Westwood and Santa Monica should be the #1 priority for this project. The monorail fails to connect to arguably the largest job site, the UCLA campus. The proposed "people mover" is inexcusable and the ridership estimates recently shared by Metro show this. What is the point of a billion dollar transit project if it fails to move the people it was intended to serve? Unfortunately concerns shared by the Sherman Oaks HOA and residents of Bel Air are all being made with the purpose of derailing this project. Fear mongering is the only tactic being used by these groups. Baseless claims of "seismic disasters" and other imaginary threats to their wealthy homes cannot be taken seriously. Why are these groups resorting to these tactics? Because they understand that the overwhelming majority supports heavy rail. Commuters, UCLA students, working professionals, and many other groups are in strong support for heavy rail. Not to mention, those who support the m

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I-541	Method Email	Affiliation	ZIP	No		Hello, As I'm writing this, I'm on a G line bus headed towards Balboa to catch a Commuter Express 574 across the 405 to El Segundo to work. The Sepulveda Pass transit corridor is obviously critical to me - and hundreds of thousands of other Angelenos. This commute - from Warner Center to the South Bay - takes me 2 hours, a majority of it stuck in 405 traffic. I am glad Metro is prioritizing a new line here. It can't come soon enough. I'm writing to offer some comments on the proposed alternatives for the transit corridor, critically, the difference between heavy rail and and monorail. To be blunt - a monorail is unacceptable. The project must be heavy rail. To start with the obvious - ridership and trip time. Metro's own projections for ridership show heavy rail alternatives 4 and 5 having nearly double the throughput of monorail alternatives 1 and 2. Concurrently, all heavy rail alternatives are 50% faster than all monorail alternatives. This is critical for a few reasons. First, any real rapid transit line built across the 405 will run at capacity. The 405 already does, as we all know. A far larger share of projected riders for this project are converted drivers than practically any other Metro project - this is a line that has the potential to be faster and easier than driving for nearly every trip. It is a safe bet to think of the 50-60k extra daily trips enabled by the heavy rail alternatives all as cars removed from the 405. Why Metro would pick the monorail and willingly give up on providing a service that objectively is twice the performance is beyond me. I hear Metro's concerns. Tunneling is expensive. But - what's the cost per rider? Not just now, but 20, 50, or 100 years from now? What is the cost we pay in climate impacts and dirty air (in a city with some of the worst air quality in the nation) from 60,000 daily car trips we fail to prevent? How does that scale when considering southward expansion - to LAX, the South Bay, and beyond? It's not good. And when the monorail breaks, who do we call? Oper
I-545	Email			No		Subject: Choose Heavy Rail. No monorail! The latest projected ridership figures show a huge gulf between monorail and heavy rail. Heavy rail is clearly the best option.  Alternative 4 seems to me to be the best balance of cost and effectiveness, though Alternative 5 and 6 would still be good.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-546	Email			No		Essentially, I feel it should be a heavy rail transit line. That would make it easier to hook up to the future Wilshire subway to Westwood and the VA Medical center. Or if future plans may call for having direct transit from Van Nuys to Downtown LA. Having a heavy rail system that might be possible to eliminate transfers. However, it could not happen with a monorail line. I feel a station at the Getty Center is necessary plus having a connected station at UCLA is essential. Moreover, I feel a monorail system would be more of a tourist attraction between the Valley and West LA more than anything else.
I-547	Email			No		Subject: Strongly support the heavy rail options for the Sepulveda Transit Corridor. As a resident of Los Angeles I strongly support the heavy rail options either Alt 4,5 or 6 for the Sepulveda Transit Corridor based on the faster travel times, better connection to UCLA, and significantly higher projected ridership. This is a once in a lifetime transit investment, and it makes sense to choose the options that create the best transit experience. Thank you for your ongoing work on this project and I am excited to see all the Metro community transit investments happening in the future.
I-538	Website		90291	No	11/28/2023 15:29	Heavy rail is the only responsible & reasonable option, financially and operationally.
I-539	Website		90302	No	11/28/2023 17:58	monorail options would provide a scenic view through socal
I-566	Email			No		Hi there, I'm a frequent Metro rider and I'm emailing in support of Alternatives 5 and 6 and to strongly oppose any monorail options. I think having a convenient UCLA stop is critical in light of the high cost of living for campus-adjacent housing. I don't think a Getty station is necessary. I think Metro should acquire/eminent domain whatever property is needed to build a great new rail connection that will serve Angelenos for decades to come.

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Submission Code		Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-567	Email			No		Hi Metro, I live in Sawtelle. I strongly support a heavy rail plan for the Sepulveda corridor and oppose any monorail option. My preferred alternative is alternative 6. As someone who has lived in the westside for over 15 years, improving connectivity into the valley is critical for the future of LA county transportation. Any alternative that doesn't include an on campus UCLA stop is doomed to failure. Using unproven monorail technology over the sepulveda pass would be far worse than the expensive-but-known challenges of tunneling under mountains. I also don't oppose an alternative that would include a stop at the getty, but only if there is some kind of co-funding with getty donors since the cost would likely not be worthwhile to fully pay with public funds.
I-570	Email			No	11/29/2023 8:00	Subject: Support for Alt 4 or 5 Hello, Alt 4 is the best overall plan for ridership and budget but I'd happily take option 5 as well. Ridership, ride time, and budget all support these options. PLEASE NO MONORAIL. Sorry to yell but this is clearly a BYD special interest? Also any option that doesn't have direct access to UCLA should be a no go as well. This bus and people mover nonsense should never have been considered. I live in Culver City and travel between LAX and the valley quite often so It would be incredible to not need to drive in either direction. That's not to discount the economic, health, housing, and environmental benefits as well. Regards,

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-571	Email			No		Subject: Heavy rail to UCLA please! Hi, I support heavy rail to UCLA (options 4-6). My doctor is there and I have a disease that will soon take my ability to drive. Non-car transportation is not a toy problem, it is vital for people like me to live our lives. Transferring from light rail to a bus or people mover will be an unnecessary burden with my mobility scooter. It is also important to call out that my doctor is one of less than 10 specialists in the country for spinocerebellar ataxia. People travel from out of state to see her and her team. Transit to the doctor needs to be easy enough to figure out for people who come here from other places and also have to get around in a wheelchair. A one-seat ride is much better for this. The non-heavy rail options on here are laughable - building a light rail so motorists can see it from the 405 completely misses the point. This isn't a model train set, it's a functional and vital piece of infrastructure. The conspiracy theorist in me suspects that NIMBYs are using these horrible options to lead us down a road where our project is so inefficient, it's impossible to fund. The data in this report are clear. More people support heavy rail, more people would use heavy rail, the cost per ride is lower. Stand up and get this done the right way! The majority of the region supports this.
I-574	Email			No		Greetings, I am a daily metro rider and LA resident. I support options 4-6 with specifically alt 4 heavy rail in favor. I do not support monorail options in any capacity and the low ridership numbers and longer times and no direct UCLA connection will lead people to choose to not take transit and further increase traffic and toxic car emissions. Heavy rail is by far the best option for this project. Please don't succumb to rich bel air residents because it's clear the majority of the people want heavy rail.
I-565	Email			No		Subject: Build Alt 4. Alt 4 is the cheapest of the Heavy Rail options and will have very high ridership. Please do not cave to the insane NIMBYs of Bel Air and Sherman Oaks. The region deserves better than the future they want.
I-568	Email			No		Subject: Alternative 6; Please choose alternative 6 for this project. Makes the most sense. Monorail is for the Simpsons and Disneyland. Less capacity, slower, and unsightly.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-569	Email			No		Hi, I am a resident of the City of Los Angeles. I support Alternative 6 for the Sepulveda rail. Fastest transit is always the best option.
I-572	Email			No	11/29/2023 8:00	Hello, I'm a resident of Calabasas, though I choose to reside abroad in large part for the walkability and transit benefits. I first want to say how much I appreciate Metro pushing for this project, and recognize how draining taking all of this public comment can be. Text from messages sent to your office by certain Bell Air residents made the rounds recently, and I'm sure that's not what anyone signed up for when joining a transit agency. I want to express my support for alternatives 4-6, recognizing that 4 is probably the best balance between cost and ridership. Monorails are simply too low-capacity, too slow, and aren't as compatible with other metro lines in the system. We should be building institutional capacity for modes we regularly use, like heavy rail. Also, alternatives 1-3 either require expensive connections to UCLA (an added barrier that might push people back to cars) or an expensive underground station for a monorail. All to just "avoid noise" for a community already living next to an insanely loud freeway. I know some valley residents also critique alternative 4 for forcing The Valley to accept elevated rail while the Westside gets its track buried, but I'd much rather have a project that gets finished than one that balloons so much in cost that it does not get built. Van Nuys and SO are less dense than the Westside, and elevated tracks are a small price to pay for real, useful transit. People are easily turned off of transit because of perceived crime or discomfort. And that is mitigated when trains are more populated. They might also get turned off if they have to make lots of transfers or wait after missing them. The transit system I use now does not have the fanciest trains or the nicest stations. It is known for being late, and struggling to facilitate transfers on bad days. But it has riders because people here are used to transit and want it to get better. Angelenos, especially in The Valley, aren't used to transit. They'll test it and then go back to their cars if they don't like what t

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-548	Website		90049		11/30/2023 0:22	For the love of God, please do not consider the monorail option for the Sepulveda corridor. If monorail was a good mass transit system it would have expanded beyond the airports and Disneylands of the world (it has but in limited circumstances). Monorail is ideal for a closed loop system, not a vast metropolis that is Los Angeles. Don't ruin this opportunity to finally bring mass transit from the Valley to the Westside.  Secondly, if you really want to hit a critical mass of people actually using this network and preferring it (beyond those who have no other choice unfortunately), the line MUST connect directly to UCLA and Westwood, the largest employer and campus population in the city! I grew up in the Valley, walking distance to the Orange line, and at one point would commute daily to UCLA. The 101 to 405 commute was terrible as everyone knows. If there was a subway from Van Nuys to UCLA directly, I would have 100% used it daily and the orange line rather than a car and pay for a parking permit on campus. It would have not just been cheaper but FASTER. The monorail would be so inconvenient and slow and indirect that I want to emphasize again that people like me who could afford to have a car would still use a car than use the monorail. It's time planners for Los Angeles move beyond thinking of mass transit riders without any other options and finally create a system worthy of generating voluntary mass transit riders. This is that opportunity!
I-549	Website		91010	No	11/30/2023 1:11	Option 4 looks great. This is going to be a busy line, need the capacity.
I-550	Website		91303	No	11/30/2023 1:22	I am in support of any of the heavy rail options. Preferably would like to see 4 the most.
I-552	Website		90039	No		I want to voice my support for a heavy rail option. LA deserves a high capacity high frequency rail system this is an important generational investment.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-553	Website		91803	No	11/30/2023 1:52	While I am not a Westside or San Fernando Valley resident, I am here as a resident of
						Los Angeles County to voice my enthusiastic, unwavering support for Alternatives 4-6
						for the Sepulveda Transit Corridor Project. Ultimately choosing heavy rail as the
						preferred mode for this crucial transit project has not only major ramifications for the
						future of transportation in the Westside and the San Fernando Valley, but which will
						see its waves ripple throughout the county as a whole, as well as the entire region of
						Southern California. Sepulveda Pass is one of the most critical, crucial, transportation
						arteries in the entire region, and guaranteeing commuters a fast and reliable
						alternative to automobile travel and traffic congestion over the 405 freeway. My
						support of heavy rail as the preferred alternative is not without merit; Metro's own
						documents predict that the heavy rail alternatives far outperform the monorail
						alternatives in terms of ridership, travel time, capacity, and cost-effectiveness. The
						monorail in this instance is not a viable transit alternative for this corridor in any field
						whatsoever, and the choice of it as the preferred mode will undoubtedly be a
						catastrophic mistake that generations of Angelinos will suffer from. It is imperative
						that we have a direct, heavy rail alternative which serves key destinations in both the
						Westside and the San Fernando Valley, most importantly, the campus of UCLA, in
						which each of the directly on-campus heavy rail station alternatives are forecast to
						become the highest non-transfer ridership station on the entirety of the Metro Rail
						system. It is very evident that the vast majority of participants in surveys taken by
						Metro, including students at UCLA, overwhelmingly favor Alternatives 4-6. Having a
						direct on-campus station is imperative to this line's overall functionality and utility for
						not just students and faculty at UCLA, but the thousands of Angelinos whom traverse
						the corridor on a daily basis. Furthermore, a station at the Getty Center would not be
						necessary; again, forecast predictions on its daily ridership numbers on the monorail
						alternatives predict very low ridership in addition to the massive amount of
						enginnering and environmental clearance required for such a station. A Getty Center
I-554	Website		90066	No	11/30/2023 3:06	I am a strong proponent of the Sepulveda Pass transit project with a strong preference
						for option 4 or 5, and opposing a monorail option.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-555	Website		91324	No		To Whomever It May Concern: The Sepulveda Transit Corridor Project must be completed as heavy rail. The monorail alternatives are a deceptive move by Sherman Oaks to attempt to kill the project, making it less efficient. The monorail isn't a serious enough option, possibly disqualifying it from federal funding, which would likely terminate the project. The ridership numbers and travel times speak for themselves. There is no logical reason to pick a monorail alternative to the heavy rail. A station at UCLA is a must. Having connectivity to UCLA will greatly reduce congestion and improve connectivity for students. The Getty Center station doesn't have significant enough ridership to warrant a station, and it will add unnecessary time to the journey through the corridor. Increased bus service from the two closest heavy rail stations to the Getty, one in the Valley, one in Westwood, would be a much better option, in my opinion. I personally don't have many strong opinions between heavy rail alternatives 4, 5 and 6. I don't think having aerial or elevated heavy rail in the valley is inequitable nor is it a bad thing. In conclusion, the monorail would be a joke of a project, the heavy rail option is the only reasonable decision for the future success of Los Angeles regional transit.
I-556	Website		90026	No	11/30/2023 3:54	I support option 4 as it makes the most sense for ridership, cost, and time.
I-557	Website		90024	No		Public transit is most effective when it caters to the most number of people! This means that the system must be both convenient to access and regular service.  Alternatives 4 and 5 with a stop as close to or in UCLA and eventually into LAX will maximize ridership.
I-558	Website		90034	No	11/30/2023 4:54	I support heavy rail options for the Sepulveda transit corridor. It is the best way to ensure high ridership and a future-proofed system.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-609	Email			No		Subject: I vote for OPTION 2 Monorail and People Mover @ UCLA-Only Best Option:) As a lifelong 50+ year resident of West LA, Sherman Oaks and Santa Monica ***Option 2 is the ONLY OPTIONwith a Monorail that is both modern, efficient and with less disruption!!! The people mover option for UCLA is FANTASTIC and so is the MONORAIL. Also option 2 does not require underground disruption of some of our most treasure neighborhoods And homes in Westwood as does Option 3 **Options 3,4,5,6 are definite NO's!!! Because of disintegration of businesses and cherished Neighborhoods!!
I-610	Email			No	11/30/2023 8:00	Please go with plan 6 underground heavy rail
I-559	Website		90046	No	11/30/2023 9:05	Options 4 or 5 are best for LA's future. Monorail options are insufficient for the busiest
						freeway corridor in the US.
I-560	Website		90706	No	11/30/2023 14:38	I want to voice my support for Heavy Rail, preferably Option 4.
I-561	Website		16803	No		Hello there. I am not a Los Angeles resident, but as a concerned supporter of smart urban growth, I feel it is necessary to show my support for any of the heavy rail options. As filmmaker Nick Andert has shown in his multitude of videos regarding the Sepulveda Transit Corridor, any monorail option will be deceptively expensive, unpleasant & unhealthy for riders, and miss many key connections to other lines on the LA Metro network as well as the major education/employment center of UCLA. Please do not consider any option that has monorail, and only support Alternatives 4, 5, or 6. Do not give in to the interests of rich, entitled NIMBYs such as Fred Rosen and instead think about the thousands who will use this line daily to travel across Los Angeles. Thank you.
I-562	Website		91008	No		Heavy rail is the only option for this project. Monorails are slow, expensive, and is clearly being pushed so that the program will fail eventually due to inevitable restrictions from Caltrans. Heavy rail has lower cost for riders, is much faster, and will truly connect LA into a gridlike fashion and ease up the traffic on the 405. Please consider alternative 4.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-563	Website		90065	No		Any heavy rail option please! The projections for demand are too much for monorail and monorail is too slow to be reliable. I believe option 4 with the northern section elevated is the best option, but as long as it's rail I think it will be a great project for the city.
I-564	Website		90403	No	11/30/2023 16:58	As a soon to be resident near this line, I cannot overstate my support for the project. This will be a huge improvement to transit in the area.
						The sustainment cost, ridership capacity, and robust technology of the HEAVY RAIL options should be selected. Monorail suffers in comparison and is a poor choice for this project.
I-575	Website		90405	No		I'm glad to see the updated ridership and travel time forecasts make the heavy rail alternative look even better compared to the monorail, than the original forecasts.  I'm personally in favor of Alt. 6, because it has the shortest forecasted travel times and will bring the line closest to my home. Also, I believe it would provide the best setup for a future extension to LAX with a station at Santa Monica College's Bundy campus. The Santa Monica airport will close in 2028 and provides for a massive redevelopment opportunity, including a large park, Transit Oriented Development, flight R&D facilities (electrical airplanes), and other businesses.
I-576	Website		90049	No	* *	Supporter of Heavy Rail Options ONLY. Westbound D Line (Wilshire BADLY needed) to make Sepulveda Pass project worthwhile.
I-577	Website		91423	No		This will be such an important line for generations to come and we're only going to get one chance to do it right. A monorail would be a colossal waste of money and destined to fail. An underground rail line between the valley and west side should have been built decades ago but now we have a chance to do it and do it correctly. Please do right by your constituents and do the right thing. We're counting on you.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-578	Website Website		91606			I'm a huge metro advocate and would love to see a line from sherman oaks to the west side. I reside in the valley and ride the red line in north hollywood as often as I can. Heavy rail underground (alternative #4) looks to be the most appealing as a metro rider. Anything above ground I would most likely not be taking. Speed, ease, and cost are all factors for me.  As a resident of Culver City, I believe that the on-campus UCLA station stands out as
	VVEDSILE		30230		11/30/2023 13.31	the most transit-friendly option among the choices presented.  UCLA Station as the Ideal Option:  The on-campus UCLA station is the only truly transit-friendly option among the proposed Westwood station locations. A direct station at UCLA would significantly benefit the daily influx of students, faculty, staff, medical patients, and visitors.  Community Inclusivity:  It is crucial to emphasize the importance of access, inclusivity, and equality in providing transportation options. A UCLA station ensures that citizens from all walks of life have equal and convenient access to this part of the city and its essential services.  Network Growth and Overall Success:  Choosing the on-campus UCLA station is not just about local benefits but contributes to the overall success and growth of the Metro network. Any alternative station options would compromise the effectiveness and integration of the growing Metro network.  Project Timeline and Approach:  I understand the importance of balancing project speed and thoroughness. However, I believe the right choice is to prioritize the prompt development of a UCLA campus station. This approach ensures that the project not only meets deadlines but also aligns with our community's diverse and dynamic needs.  In conclusion, I strongly advocate selecting the on-campus UCLA station as the optimal Westwood station location for the Sepulveda Transit Corridor Project. This decision not only serves the immediate community but also contributes to the broader success of the Metro network.  Thank you for considering my input, and I trust that Metro Los Angeles will make the right choice for the benefit of our community.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
B-4	Website	Constant Solar Power	90045	No		I urge you to reject any proposals for a monorail.  Monorail is a gimick that is not worthy of our investment. This is one of the busiest corridors in the country, and must be served by a modern rail system!
I-581	Website		90034	No		Ridership is of the utmost importance if we are to build a strong transit system in LA. More riders translates to safer and more respectable service and result in the most vehicles removed from our congested roads.  UCLA must have a stop on campus as it serves a disproportional amount of commuters and would represent the best chance at reducing the trips currently served by the 405. Additionally, forcing transit riders to sit in between lanes of loud 405 traffic is insulting and should not be considered as it will reduce ridership.  For these reasons I support Alternatives 4-6 with emphasis on alt 5.
I-580	Website		91423	No		The valley has a right to be treated equally with the city. The current system with above and below ground trains is inequitable. All of the trains in the valley should be below grade in the valley. The system through the pass should also be below ground.  If that can not be done then the trains currently in the valley should be placed below ground and the train through the Sepulveda pass should be a monorail, running above the current freeway.
I-584	Website		90230	No		Hello. Thanks for the opportunity to comment. I believe travel times above all else MUST be prioritized, along with a station on the UCLA campus where the Purple Line will have a station. Metro should NOT consider any alternative that doesn't prioritize both those options.  As such, the monorail alternatives are wholly inadequate to serve the needs of transit riders and the 100,000 people who visit the UCLA campus on a given weekday.  My preference of the alternatives would be 5, 6, 4. Alternatives 1-3 should be rejected as deficient and failing to meet the best needs of transit riders.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-582	Website		91423	No		Much of the concern in the Valley about the above-ground, heavy rail options centers around the noise levels of such a solution.  Are there recent projects outside of Los Angeles that use above-ground heavy rail and their decibel levels? I believe most people think of the noise of elevated trains in New York and Chicago.  Providing that information may offset some of the concerns about the above-ground options.  Thank you.
I-583	Website		91423	No		I'm so glad that progress is being made in making this metro line a reality. While a lot of LA has been enjoying new rail openings, the valley is woefully lacking & this project is a great step in the right direction. I've appreciated the communication I've gotten so far about community feedback as well. My big fear is that the NIMBY groups or other interests will put a lot of money into advertising this metro line in a negative light, so I hope that the project is adequately funded for marketing, because I feel that will be the 2nd bigger hurdle in getting this down, just after the issue of proper funding. I'm so hopeful that this project gets approved and built, it'll make the valley feel like part of LA proper in the best way. Thanks!
I-14	Website		90077	No	11/30/2023 19:46	Metro is one of the most incompetent and inept public agencies I have ever encountered in my professional career. Continuing to misstate facts and do anything to keep from being transparent Your surveys are bogus and your data skewednot to mention, you do not have the funds for three of the options (tunneling)and never consulted the communities directly impacted before you published the alternative routes. You are a continuing embarrassment to our city and its citizens. There will NEVER be a tunnelthis is all about full employment for the engineers at Metrowho are lost in 19th century technology

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-585	<b>Method</b> Website	Affiliation		Attachment  Merged Document	11/30/2023 19:48	After attending the community meeting in Westwood in October, I can say that I favor options 4 and 6 due to the capacity and speed, compared to alternatives 1,2, and 3. UCLA students deserve a rail station on campus, connecting them with the valley and the rest of Los Angeles by rail. Additionally, I believe the public health benefit of the heavy rail options should be highly considered, as the pollutants from the 405 put respiratory health at risk because the stations will be close to the freeway, according to the alternative descriptions. We know that individuals living in close proximity to freeways, unfortunately, have decreased quality of health and life. I hope that we can start making our rail options in Los Angeles, whether it is monorail, light rail, or heavy rail, convenient for not just car users, but also for active transportation users. I also
						think that stops should have mobility hubs and I don't think that a mobility hub next to a freeway is the safest option possible, versus stops in actual residential/commercial areas offer safer mobility options after leaving the STC.

Submission Code	Method	Organization/ Affiliation ZIP	Attachment	Date Submitted	Submission Text
I-586	Website	9001			As a Metro rider, when considering the alternatives 1-6, I most value a station directly at UCLA and the fastest travel times. From personal experience, UCLA is a huge reason for me to be traveling in this area, so a station on campus is much more useful, and the speed, while only a few minutes, is a few minutes that adds up for every trip, every person, every day, and will have a huge impact on the overall usefulness of the line. My intuition seems to be backed up by the ridership estimates which quantify just how much more useful alternatives 4-6 are than 1-3.  While I see a bit of utility in the station at the Getty, the additional stop, in my eyes, isn't worth slowing down the estimated 26 million other trips each year. I'd much rather have the transit line be as fast and useful as possible for the most common trips. I also see some concerns about costs and elevated/tunneling equality. From my perspective, the costs are important, but it's important to invest in the best possible project. This metro line will be used for generations and it's important to see this cost as an investment. It will never be cheaper to build a great metro system! As for the tunneling/elevated equality, I don't see choosing elevated for some portions and tunneled for others as a concern. The different sections of track are different places and an equitable solution doesn't mean the exact same solution, but the one that makes sense in the context. The line is for all of us Angelenos.
I-587	Website	9002	1 No	11/30/2023 19:52	STC must provide a direct connection to the heart of the UCLA campus, NOT just a people mover or bus.
I-588	Website	9002	5 No	11/30/2023 19:55	Just do the tunnel. The monorail is silly and unproven new technology. Don't let a lobbyist tell you that it's anything but Disneylandish. The subway tunnel through the hill is the way to do this for the future. A stitch in time:
I-589	Website	9002	1 No	11/30/2023 19:57	The STC should include a direct on campus UCLA station. There is large demand and as many students, faculty, and staff commute to UCLA every day, there is potential to take many cars off the road. People want to do what is easiest, and having a train that connects directly to UCLA will cause many people to chose that transit option.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-590	Website		90049	No		Tunneling under Bel air is cost prohibtive and detrimental to the ecosystem .  State of CA is in severe deficit, this tunneling will pankrupt the state  Monorail is the solution  i strongly oppose the tunneling
I-591	Website		90042	No	11/30/2023 20:10	The monorail alternatives are clearly inferior. The insane difference in usage combined with the fact that heavy rail is easily expandable while monorail is NOT makes this obvious. This is combined with the fact that CalTrans (to my knowledge) still refuses to allow the proposed 405 track, making monorail nothing more than an expensive way to kill what is probably the most important project that Metro has ever engaged.  The money spent on heavy rail is WELL worth the investment. This is not the time for Metro to kowtow to a few wealthy, corrupt individuals. Metro has a mandate from the people, it is obviously time to drop the monorail options.
I-592	Website		91405	No	11/30/2023 20:13	I would like to see this as a LIGHT RAIL line because, with the concept of a "one seat ride" in mind, I would like to see the Sepulveda Line BECOME the line that will be built along Van Nuys Blvd and eventually end up in Sylmar, instead of that line just being a "stub" sticking out of the G Line busway to the north. This would provide a one seat ride from the E Line in West LA all the way to Sylmar, via the Sepulveda Pass and Van Nuys. ALSO, with LIGHT RAIL, the line could be expanded in the OTHER direction and follow Sepulveda Blvd and eventually stop at the new LAX Metro Connector Station, then continuing on as the C Line. The WHOLE LINE could then become the C Line, thus providing one-seat service from Norwalk to Sylmar via LAX, West LA, Westwood/UCLA, the Sepulveda Pass, and Van Nuys. What do you think?

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-594	Website		81403	No		As a resident of Sherman Oaks I know the most financially sound answer is a monorail connecting the valley to the westside. It's also makes the most sense and efficient to solve the traffic issues. Digging up mountains in EARTHQUAKE prone California is costly, dangerous time consuming into years of construction disrupting neighborhoods is poor planning with no foresight or regard for our already congested streets. Metro is out of control and out of touch with the reality of what works best. What is more sound more economical and can be expedited by adding a monorail now. Walt Disney had the vision of some form of moving people from place to place 60 years ago! Time to get smart and get the monorail done and do something smart that helps people!  What a concept putting the good of people's lives first and stop the idea of a messy horrible destructive digging nightmare for Los Angeles.
I-593	Website		91207	No		As a consumer, I recommend building a monorail system. Unlike other modes of public transportation, a monorail will have a lasting allure to keep more people interested in the long term to continue using this over defaulting back to cars.  Another key success factor is maintenance. You can build a beautiful means to transport the public, but unless you maintain it (remove graffiti, wipe it down regularly, etc.), it will have an adverse effect on ridership.
I-595	Website		91607	No		Alt 6 provides the greatest access as well as placing the stations for the convenience of our customers. As for monorail, why think about yet another technology to operate and maintain. If you maintain a current technology cars will be interchangeable.  Adopting another technology is not the way to go.
I-596	Website		91325	No		Please make travel from the valley to west LA as fast as possible. 20 minutes from Van Nuys Blvd to UCLA? Sounds like a dream.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-597	Website		90066	No	11/30/2023 20:35	Why are we still scoping for monorail? It's a less efficient mode of transportation. If
						we're going to make a huge investment in capital projects, do it once and do it right!
						Stop pandering to NIMBY homeowners in Sherman Oaks and Bel Air who are holding
						the region by the balls. For shame Metro, for wasting tax payer dollars by continuing to
						entertain these in-operable modes for this project!!! No monorail!
I-598	Website		91423	No	11/30/2023 20:39	Valley residents need better public transportation options to and from the Westside.
						From my home in Sherman Oaks (with easy access to buses) to my job in Brentwood
						(also with easy access to buses), I have 1 hour and 15 minutes each way without traffic
						requiring me to go around UCLA. Without traffic, it's a 25-minute drive. The sooner
						one can simply use public transportation to go from the major east/west streets of the
						Valley down Sepulveda to the major east/west streets of the Westside, the better.
I-599	Website		91423	No	11/30/2023 20:53	Building new access to public transportation must integrate security & safety
						throughout the project's design, especially for passenger stations. Do not repeat the
						mistakes made with the current Metro train lines which have failed to provide either
						for riders. I rode the Metro B line for 18 years but now am ashamed to show LA public
						transportation to out of town guests.
I-600	Website		91403	No	11/30/2023 20:55	Please stop wasting time on a monorail which would be impractical and inadequate for
						future ridership. Heavy rail going up Sepulveda blvd., either under or above, is the best,
						most practical choice by far. Please expedite and start constuction. Thanks.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-601	Website		90064			Based on provided information, I firmly believe the Alts 4 through 6 are the best options for this highly needed project. Given the nature of underground portions of the project that align well with the fire prone areas of I405 as we all saw in the skirball fire couple of years ago, these alts can stay operational contrary to an above ground monorail which is exposed to same risks as cars. Additionally, a dedicated UCLA station compared to one for Getty center services more people and takes off the pressure of students being forced to live nearby campus which also happen to be very expensive. Alts 4 through 6 have a lot of great benefits in addition to reducing travel times and increasing access. Their reliability provides options for people to consider valley as a place to live without having to own a car while working in westside, long beach and downtown LA.
I-602	Website		90290	No		I strongly support Alternative 4 as it is the quickest end-to-end route time, will be constructed the fastest, and isn't monorail, which is such a stupid (and deceptive) idea. Check out Nick Andert's incredible Youtube analysis of BYD and their highly unethical shenanigans, both in how they are seeking approval and in disingenuous cost estimates.
						https://www.youtube.com/watch?v=xJdbCgVkH3w&t=350s&ab_channel=nandert
						I also strongly support a station at UCLA. It would be insane not to serve it.
						Also, please consider an alternative that is elevated along Sepulveda in the Valley, then snakes over to Expo/Bundy station to ultimately facilitate an LAX extension along Centinela, rather than next to the polluted 405 on Sepulveda. With new state laws, there is an opportunity to reevaluate the previous Santa Monica Airport ballot initiative that reserves it to only a park. So the closure could instead become a massive TOD community and EIFD to finance the LAX extension, pairing housing in high-opportunity areas and transit.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-603	Website		91325	No		I think the travel time and ridership numbers demonstrate very clearly that heavy rail is the only logical choice. Heavy rail has almost *double* the ridership of some of the monorail options! This is an extremely busy travel corridor, and it is vital we support as much mass transit capacity here as possible. That means heavy rail.  Save everyone some time, and drop the monorail options ASAP.
I-604	Website		91436	No		Heavy rail is the only option that would make sense in the long runmonorail is not a serious solution to a majorly congested problem. If this is to really service LA commuters, it needs to be efficient.
I-605	Website		90025	No	11/30/2023 21:57	Monorail is a terrible idea, heavy rail only.
I-606	Website		91403	No		As I've written before, the NIMBYs will slow Metro down whatever route or vehicle it puts forward. I realize you have to listen to them but the most vocal will be retired or dead by the time this line opens. FULL SPEED AHEAD!
I-607	Website		91403			My preferred transportation method is heavy rail UNDERGROUND in the Valley!  Alternative 5 & 6.  NO heavy rail above ground going down Sepulveda Blvd! (Oppose Alternative 4)  I think monorail method along the 405 would be fine if it is frequent enough and can carry enough passengers.  I commute downtown from Universal City to 7th & Fig everyday. Heavy rail is very loud and would destroy the communities along Sepulveda Blvd if the rail is above ground.  Don't even get me started on the lack of parity if the Westside gets heavy rail underground and the Valley gets stuck with the trains above grade!!
1-608	Website		90404	No		This absolutely has to be heavy rail subway that runs under the Santa Monica Mountains with a stop at UCLA. Every other option is slower, offers worse connections, requires Metro to operate a new kind of fleet, etc etc. Build the subway.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
CO-22	Email	Westwood Hills	90024	Merged Document	11/30/2023 0:00	See attachment
		Property Owners				
		Association				
I-611	Website		90064	No		Please build the Heavy Rail option through the Sepulveda pass! Specifically, please build alternative 6, the fully underground option. We need effective rail to alleviate transit inequity in Los Angeles and a monorail will just not cut it. Thank you for your hard work on this project and I'm looking forward to riding it in the future.
I-612	Website		91335	No	· ·	Alternative 4 has the lowest cost/rider of the 6 options while also still being close to the fastest). Easily my choice!
I-613	Website		92821	No	12/1/2023 0:52	Great information provided about the project.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
B-5	Website	Law Offices of Olaf J	90015	No	· ·	Please please please do NOT choose one of the monorail options for this corridor. The
		Muller				monorail is an awful idea promoted by people who have zero interest in using it,
						people who have zero interest in using public transportation in general. No one who
						has ever ridden the train in the middle of the freeway and stood on the freeway
						platforms would think that another such train would be a good idea. UCLA is going to
						be the busiest station on the westside and possibly in the entire LA Metro transit
						system. The monorail alternatives simply don't have a real UCLA stop, not on campus
						as the heavy rail alternatives provide.
						The heavy rail subway alternatives are the only options that should be considered and
						ultimately adopted by Metro for this region, in particular option 4. If we could tunnel
						through the mountains for the red line, we can do the same for the westside here.
						My family and I have lived and worked on the westside for nearly 20 years. In
						particular, I worked for many years within a couple blocks of the Expo Bundy station,
						which I often used to travel to and from work. My family and I have friends who live in
						Sherman Oaks, just over the Sepulveda pass. Traveling back and forth between these
						two places can be a nightmare. A real transit option that is embedded within the
						streets and neighborhoods through which it travels (and not perched in the middle of
						one of the world's largest, noisiest, and busiest freeways) would be a game changer
						and completely transform the city and region. Building a monorail instead of a subway
						on one of the busiest freeway corridors in the world would turn Los Angeles into an
						international joke.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-614	Website		91040	No	12/1/2023 3:31	As a one time UCLA grad student and who also worked for three years in the office of
						the UCLA consulting landscape architectural firm, I urge that a subway station on
						campus be more centrally located or oriented towards the academic quarter, rather
						than where it is currently projected on the subway options. Royce Hall, Powell Library,
						Moore Hall and those to the south and north were constructed on solid bedrock, what
						was an original north-south topographic ridge that stood between the Stone Canyon
						drainage to the west and a smaller canton now covered by the buried bridge, Perloff
						Hall, Schoenberg Hall, Bunche Hall, etc. Boring a subway tunnel deep under the ridge
						and constructing a station at Portola Plaza would locate arriving METRO passengers on
						high ground and more at the center of instructional activities on campus. Ocasional
						sports attendees and medical outpatients are not daily needs. Academic/instructional
						attendees at UCLA ought to be given priority consideration.
						attendees at ocea ought to be given priority consideration.
I-615	Website		91602	No	12/1/2023 4:59	Even though it would not be compatible with the existing rail system, a monorail
						should be strongly considered for Sepulveda Pass as it will undoubtedly be less
						expensive to build than a subway and will be completed sooner.
						, , , , , , , , , , , , , , , , , , , ,
I-616	Website		91602-	No	12/1/2023 5:50	Please build HRT only, alt 4 or 5. Do NOT build monorail and remind Bel Air
			4308			homeowners how deep the tunnels will be under the surface.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-647	Email	Annation		No	12/1/2023 8:00	Greetings, I am a UCLA employee who has comments for the Sepúlveda Corridor Project. This is to meet an 8 Dec deadline on this pivotal important project. They are listed as follows: Alternative 4 with above ground sections is solidly best as it covers the corridor without duplicating along ESFV. Though in the case of aerial backlash, 5 would be the best alternative. Alternative 6 is less useful due to service duplication and ending at Bundy rather than more regionally important Expo/Sepúlveda. Monorail options should be considered expendable due to previous information from Metro Staff. Stations should be at UCLA central campus and at the Wilshire/Westwood D line
						station. This is non-negotiable. Automated vehicles with the ability drive manually should be considered for increasing headways to meet demand, the large grade separation and the possibility of rail strikes.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-649	Email			No	12/1/2023 8:00	Input- Alternative 4 and 5 Support Hello LA Metro, I am writing to you in support of
						alternatives 4 and 5 for the Sepulveda Pass transit connection. Connecting more high-
						capacity transit infrastructure to the Metro system is one of the best investments we
						can make as LA moves into the future. Alternatives 4 and 5 have by far the most
						ridership and will allow for direct multimodal access to a number of stations vital to
						many folks in the San Fernando Valley and West LA. Many folks who are part of the
						reentry community rely on public transit access for their commute to work, school,
						parole programs, or other destinations, and as a member of the LA Regional Reentry
						Partnership, I am sending this email to advocate for what I believe are the best and
						most effective options on the table for this vital transit connection. If we are going to
						invest in projects that will connect folks who rely on transit, we owe it to those most
						vulnerable among us to advocate for the best and highest accessibility options
						available. Any alternative which elects to use low-capacity, novelty transit modes
						such as alternatives 1-3, are mortgaging ridership and accessibility to placate a few
						folks who will never even use the transit system. Affordable, safe, effective, and low
						headway transit investments are what we need in order to bring folks into the public
						transit fold. In the long-term, alternatives 4 and 5 also offer the best opportunities to
						interconnect with and benefit from future transit investments, such as Metrolink's
						Score program. Connecting and adding capacity between the Antelope Valley line and
						other transit projects in the San Fernando valley are vital to connect growing
						population centers to the academic and business cores of LA. Lastly, the direct rail
						connection to UCLA noted in alternatives 4 and 5 are extremely important to the UCLA
						student body, and to facilitate access to our world class public university. Any
						alternative that uses indirect connections, such as a monorail with a shuttle bus, is
						going to dissuade thousands of people from using the service and further
						disenfranchise Angelinos without a car. Direct, heavy rail service is the only worthwhile
						investment for a route parallel to the 405. Monorail systems are broadly unreliable,
						, , , ,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-617	Website		90025	No		Hello and thank you for reaching out for comments for this project. I would like to say that I support a Heavy Rail option, while I think it would be extremely nice to have a station at the Getty center if it is not feasible with Heavy Rail then it is something that I think would have to be a necessary sacrifice because commute times are of the utmost importance I think when it comes to using rail in LA. I don't think that it's at very useful to talk about peak times because transit should be for all the time and this is something that I think has plagued the E line. Many people are not willing to use transit because they value their own personal time and when everyone already had a car you need to compete as much as possible. Monorail looks cool but it is plagued with issues while heavy rail is the tried and true method and I think that since the task at hand is to connect to enormous parts of LA the option that can be scaled the most for passengers is the better option. With all that said I think what everyone who actually desires this transit option wants the most is for the building of it to happen as fast as possible as this has obviously been desired for the longest time in LA and it would revolutionize the way we get around the city more than any other transit project could. I would be able to fully get rid of my car if this transit option currently existed and in a world where we are trying to deal with climate issues I think it's important to do things as fast as possible. For what it's worth I am most excited about the Santa Monica Blvd station since that would be the one I could easily walk to and would provide easier connection to the E line. It'd also be very useful to connect to the Bus that runs along the Blvd and to get to places like Century City. I am very excited for this project and hope it runs smoothly.
1-648	Email			No		Subject: Closer pictures of 1-6? I am trying to read the descriptions of the options here: https://thesource.metro.net/2023/11/27/weve-got-updates-on-the-sepulvedatransit-corridor-project-and-we-want-your-feedback-by-december-8-please/ But when I zoom in on the graphics of the 1-6, the text is too blurry to read. Is there a PDF with these options so I can zoom in tight and see the specifics before I provide feedback? Thank so much and have a spectacular weekend!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-650	Email			No So	12/1/2023 8:00	Hi! I'm a resident of Burbank, just writing to express my support for the heavy rail option for the Sepulveda Transit Corridor project, Alt 4 or Alt 5. I've lived in two other major cities in the U.S Chicago and New York - and Los Angeles has been the most behind in terms of transit and people-friendly infrastructure. Living here is both extremely difficult and dangerous for people who cannot afford a car or choose to not use a car. Los Angeles is in need of major development in its transit and pedestrian infrastructure both for the immediate safety of the people who live here and for the long term benefit of the Earth as we navigate climate change, and a monorail option is simply not a big enough step. We've seen with the recent emergency closure of I-10 how inefficient it is to have an infrastructure that solely favors cars - we need a more robust mass transit system and monorail will not have the capacity to act as mass transit. And on a personal note, I'm currently apartment hunting looking to leave the San Fernando valley area in part because of the lack of rail and transit options compared to other areas in LA County (and lack of bike-safe infrastructure, which is another transportation means I regularly use) - I would love to come back and stay in the area if more heavy rail options like this proposed one are developed. Thank you for your time and for your work on this project,
I-618	Website		90045	No	12/1/2023 15:39	Any Type of mass transit in Los Angeles is a huge waste of taxpayers hard earned money, very few people in Los Angeles actually ride transit. I live By LAX and I see metro lines and buses that are literally empty. Stop Wasting Taxpayer money.
I-619	Website		90034	No		This would be great. I work in the valley and not having to drive every time I go to work would help me save money and wear-and-tear on my car.
I-620	Website		91344	No	12/1/2023 18:54	Do not pursue monorail. Please only pursue heavy rail options. They are faster and have higher capacity. I do not support any monorail options
I-621	Website		91606	No		Please a monorail is a HORRIBLE idea. I'm much more comfortable waiting longer so we can get a heavy rail system going instead of a monorail.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-622	Website		91423	No		We want HEAVY RAIL, NOT MONORAIL. Do not let rich neighborhood associations tell you otherwise. No one cares if the rich don't like the idea of tunnels they'll never feelit works for the Hollywood Hills, it'll work for Sherman Oaks and Bel Air.
I-623	Website		91601	No		We desperately need this. Other older countries have better transit. We can't fall
						behind.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-624	Website		90034	No	12/1/2023 22:03	LA Metro must construct this project as heavy rail, and not as a monorail. Firstly, the
						monorail options are far slower than the heavy rail options. According to LA Metro's
						numbers, the heavy rail options are anywhere from 8 to 14 minutes faster end-to-end
						than the monorail options, making them far better for transit riders. In addition, the
						heavy rail options have far easier transfers to other transfer modes, thus making them
						even more useful for transit riders. The heavy rail options also better serve UCLA than
						the monorail options. In particular, options 1 and 2 require inconvenient transfers to
						get to UCLA. Combined, all of these factors lead to the heavy rail options having far
						higher ridership than the monorail options. In addition, the monorail technology
						proposed is proprietary, rather than using a standard monorail technology, such as
						Hitachi or Bombardier monorail technology. We should not even consider using an
						unproven technology for a project as important as this. In addition, the consortium
						that is pushing for the monorail includes the company BYD. BYD is a Chinese
						automaker with numerous controversies. This is a company that has used the toxic
						chemical hexavalent chromium in their electric busses sold in Japan.
						https://asia.nikkei.com/Business/Automobiles/BYD-acknowledges-using-toxic-
						chemical-in-electric-buses-for-Japan. Their electric busses have not been without issue
						here in LA as well. The company has been linked to Uyghur forced labor in Xinjiang.
						BYD is not a company that should be trusted with this extremely important project.
						With all that, the monorail options should not even be considered for this project.
						We should also note that not not all heavy rail options are equally good. While all
						heavy rail options are far superior to the monorail, option 6 has considerably less
						ridership than options 4 or 5. Due to their automated operation, alt's 4 and 5 will be
						able to offer better service to riders than alt 6, and will do so with lower operating
						costs. In addition, alts 4 and 5 will likely be cheaper to construct due to their smaller
						trains and single bore tunnel. Alts 4 and 5 also offer service to more people in the San
						Fernando Valley, leading to even higher ridership on these options than on alt 6.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-625	Website		90042	No		For the Sepulveda Transit Corridor project, the only viable option is heavy rail, and the best is alternative 4. The monorail alternatives simply do not fill the ridership requirements of the project and will introduce needless complexity in the metro system by not having any commonality with existing rolling stock and track systems. Monorails have been around for many decades, but time and again they lose competitions with heavy rail for serious public transit systems as their capacity is too low and their tracks are impractical.  Alternative 4 is the best choice as constructing elevated rail is far less expensive then tunneling. Arguments against elevated rail are often focused on aesthetic and noise concerns, but modern construction techniques greatly mitigate the noise issue and the aesthetic arguments are unpersuasive and often made in bad faith by transit opponents.
I-626	Website		90026	No		This project MUST be heavy rail (alternatives 4, 5 and 6). The monorail alternatives 1, 2 and 3 need to be dropped from further study as they have far less ridership, have much longer travel times, and do not have a direct UCLA station.  Please select the heavy rail alternatives 4, 5 and 6 and DO NOT select the monorail alternatives. This line is too important to be wasted on an inferior technology with vastly inferior performance

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-627	Website		90401	No	12/2/2023 0:08	Select a tunnel route with UCLA station for maximum ridership. No-one likes freeway median stations and the Getty Center doesn't have use volumes to justify a station.  In extension south of Westwood, use the Bundy/Centinela alignment to LAX. But avoid prematurely selecting this alignment for the Sepupveda corridor while investigating whether the D line might better serve this route, which would serve vast potential ridership west of the 405 including Playa Vista, fast-densifying Mar Vista, Santa Monica Airport redevelopment, northeastern Santa Monica and West LA. Either line could do this job, but the D line would provide a one-seat ride from downtown LA and major westside hubs directly to LAX. By comparison, Santa Monica's small downtown doesn't justify a second rail destination.
						justify a second rail destination.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-628	Website		90024			As a transportation planner who has worked for jurisdictions across California, I understand the value that reliable travel time reductions offer for commuters and travelers in driving ridership and accomplishing a stated goal of the project - offering a viable and reliable transit alternative across the Sepulveda pass.  The heavy rail alternatives provide much better regional connectivity that will serve Angelenos far better for many years to come in providing capacity for trips across the Sepulveda pass. UCLA is one of the biggest draws of commuter activity in the region, and is likely a best-choice station location.  Finally, depending on the type of monorail system selected, it would be more difficult to order bespoke parts for the one new system, rather than order parts that might be interchangeable across multiple lines. Short term fiscal savings would be offset by permanent higher maintenance and parts costs.  I firmly believe that the greener option that would better serve Los Angeles would be Alternatives 5 and 6, and strongly urge Metro to select a heavy rail alternative.  The above arguments are based on measurable performance factors. However, there is an argument about aesthetics and noise that some argue would "ruin communities."  Trains can be made quiet through good maintenance, and I find I would prefer an unobtrusive tunnel through the hillside than carving up the brush of the Sepulveda pass to insert tracks and concrete. My experience abroad has found that aesthetics and noise are controllable variables that, with appropriate assurances, need not be major concerns.
I-629	Website		90064	No		Heavy Rail only, Monorail is too slow and too low capacity.  Move Santa Monica/Sepulveda station closer to 405 to provide a pedestrian tunnel under the freeway connecting directly to Japantown.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-630	Website		91602	Merged Document		For the Sepulveda corridor (San Fernando Valley through to LAX), I have never understood why constructing a rail line above the 405 freeway median hasn't been explored. The overpass would resemble the carpool lane above the 110 freeway south (east of downtown) see Pic1.jpg. Stations would be built like the stations above the 110 freeway near the 105 — see Pic2.jpg. Having the public (sitting in traffic) constantly see an ever moving rail would keep the rail service top of mind and encourage ridership. This type of solution provides service through very familiar corridors and the public can recognize the route as the "route 405 line" without having to become familiar with other naming designations. No new land to purchase or negotiate. Seems like an efficient win-win. What am I missing?
I-631	Website		91601	No	12/2/2023 1:58	A subway makes the most sense. It's the least obtrusive option.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-632	Website	Ailliation	91411			I strongly support the heavy rail options, 4,5 and 6, with a slight preference to option 4.  The monorail options will put stations at inconvenient locations for average commuters like me, they will overcrowd due to their capacity being so low when compared to the demand and they will take longer to traverse the Sepulveda pass.  The West side of LA, including UCLA, is where the employers of people from the San Fernando Valley work and commute to.
						In the Anthropocene, the decisions we make for Los Angeles will echo for decades for the citizens who come after us. With climate change looming over us, every opportunity to reduce vehicle miles traveled is one we must take.  With any of the heavy rail options, I know I can sell one of my families cars entirely. With the monorail options, I know I cannot. This project is one of the most important transit projects to me and and several hundred thousand others who commute over the Sepulveda pass every day, and I urge Metro to support us by supporting the heavy rail options.
I-633	Website		91405	No		I am VERY excited by this project! My favorite of the 6 alternatives is #6, but I'll happily use any of them. Thank you very much for your efforts.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-657	Email			No	12/2/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
						the only worthwhile investment for a route parallel to the 405. Monorail systems are
						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3
						are gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching
						lower numbers of ridership for no beneficial reason. I thank you for your time and

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Method Email			Attachment	12/2/2023 8:00	Subject: Alternative 4 and 5 Support Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the Sepulveda Pass transit connection. Connecting more high-capacity transit infrastructure to the Metro system is one of the best investments we can make as LA moves into the future. Alternatives 4 and 5 have by far the most ridership and will allow for direct multimodal access to a number of stations vital to many folks in the San Fernando Valley and West LA. Any alternative which elects to use low-capacity, novelty transit modes such as alternatives 1-3, are mortgaging ridership and accessibility to placate a few folks who will never even use the transit system. Affordable, safe, effective, and low headway transit investments are what we need in order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5 also offer the best opportunities to interconnect with and benefit from future transit investments, such as Metrolink's Score program. Connecting and adding capacity between the Antelope Valley line and other transit projects in the San Fernando valley are vital to connect growing population centers to the academic and business cores of LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are extremely important to the UCLA student body, and to facilitate access to our world class public university. Any alternative that uses indirect connections, such as a monorail with a shuttle bus, is going to dissuade thousands of people from using the service and further disenfranchise Angelenos without a car. Direct, heavy rail service is the only worthwhile investment for a route parallel to the 405. Monorail systems are broadly unreliable, low-capacity carnival rides which in this case only serve
						as a monorail with a shuttle bus, is going to dissuade thousands of people from using the service and further disenfranchise Angelenos without a car. Direct, heavy rail service is the only worthwhile investment for a route parallel to the 405. Monorail
						which there are none), but rather are backing a project with verifiably lower ridership capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/			
		Affiliation	ZIP		
I-664	<b>Method</b> Email	Affiliation	ZIP	No	Dear Metro/Who It May Concern, I am writing to express my strong support for Alternatives 4 and 5 for the Sepulveda Transit Corridor project. As a resident of Los Angeles and someone deeply involved in both the arts community and public transit, I believe that these alternatives offer the most comprehensive and beneficial options for our city's transportation needs. One of the pivotal reasons for my endorsement of Alternatives 4 and 5 is the critical inclusion of a stop at UCLA. This stop is not only vital for the thousands of students who rely on public transit but also for individuals accessing essential healthcare services and attending cultural, artistic, and sporting events in the area. As an employee of the Geffen Playhouse, I personally would use this stop to and from work and I understand the significance of having a convenient public transit stop, which encourages more people to attend events and fosters a vibrant and connected community and frees up traffic. Additionally, I understand and advocate for the incorporation of a stop at the Getty Center within the proposed heavy rail options. A stop at the Getty Center would serve as a valuable connection point for locals and tourists alike, facilitating access to this renowned cultural institution and relieving traffic congestion in the area. Moreover, it's imperative to emphasize the fundamental principle that building a transit line that leads directly to its intended destinations, like Alternatives 4 and 5 propose, is far more effective than constructing a line that nearly reaches its destination, only to have to take another option to get to your destination like in Alternatives 1 and 2. The efficiency and convenience of a direct route cannot be understated and will encourage greater ridership. While considering the various options for the Sepulveda Transit Corridor, it's evident that the success of this project hinges significantly on ridership numbers. Alternatives 4 and 5 demonstrate high potential ridership, which is crucial for the long-term succ
					route cannot be understated and will encourage greater ridership. While consider the various options for the Sepulveda Transit Corridor, it's evident that the success this project hinges significantly on ridership numbers. Alternatives 4 and 5 demonstrate high potential ridership, which is crucial for the long-term success and

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-634	Website		90024	No		Thank you for the opportunity to comment. I appreciate the thoroughness of the process and the technologies being presented to tackle the historic issue of movement between the valley and the westside. I would like to avoid any option that relies on the minimal space provided by the 405 and any option that does not directly connect to UCLA. I am open to 4, 5 or 6 route alternatives and hope that Metro staff are thinking about the future in the implementation of said route. A rail corridor through the mountains could unlock the potential for not only the region but the state as a whole.
I-635	Website		90717	No		I am once again writing in support of the heavy rail alternatives, in particular Alt 4 as it economizes on cost where possible while still providing the highest possible quality of service. Modern elevated rail is perfectly acceptable. As a UCLA alumni, an on-campus stop is nonnegotiable. Thank you for your service, Metro staff and consultants & STCP consultants.
1-636	Website		90046	No		I want to voice my strong support for Alternatives 4, 5, or 6 for the Sepulveda transit project. The heavy rail alternatives are faster, more convenient, and better for all communities served by then. As a former UCLA graduate student, affordable housing options with easy access to campus are extremely limited. Alts 4, 5, and 6 open a wide array of housing options for folks in my situation. Alternatives 1 and 2 fail to serve UCLA at all, requiring an additional transfer to a slow gap-filling bus or APM. This makes that commute so much more challenging. Though alt 3 does serve UCLA, it's freeway median or adjacent stations are far less useful for students without cars, since so much nearby space is taken up by the dozen lanes of the 405 freeway. So I would either be required to live very close to the freeway against public health recommendations, or endure a longer transfer from a bus or other transit.  Heavy rail is the obvious choice for such a crucial corridor.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-637	Website		90042	No		I am writing in support of Alternate 4 - 6, with a preference for Alternate 4. Alternate 4 6 are the only alternates that adequate serve the transportation needs of the region. Alternate 4 is the best use of public money to improve the city and auto-induced climate change. A stop at UCLA is a critical feature of this line. The short transit times greatly improve the competitiveness of transit against cars. Alternate 4 is anticipated to have the best \$/rider metric of the alternates and should be down-selected as soon as possible.
I-638	Website		91403	No	12/2/2023 17:15	NO above ground train in the valley. The subway #6 down Van Nuys Blvd to UCLA is the best option
I-639	Website		91436	No	12/2/2023 18:48	I support Options 4 and 5 for this project. I am opposed to the monorail because I am concerned about speed, capacity, and lengthy construction in the I-405 median.
I-640	Website		90066	No		No monorail! The sepulveda transit corridor is a heavily used stretch of freeway. If we are going to provide a public transit option that can actually serve the heavy usage, then it needs to be a heavy rail. We need something with good speed, high efficiency, and high passenger capacity.
I-641	Website		90043	No	12/2/2023 22:37	I would like to voice support for any heavy rail options and against the monorail options.
I-642	Website		90049	No		I have followed the life of this project from it's birth and don't know why you think it's a good idea to dig tunnel under a mountain for so much for money than using he 405 corridor to do above ground methods. We should take a lesson for Japan and Thailand to move people effectively with a monorail system that would cost half the money and take half the time. Your pursuit of the tunnel is just ridiculous. It will waste money and take more time to put in this project as you see it now. What are you doing? Who is getting payoffs to continue to go this direction. UCLA is just a small part of this community. Listen to the majority and stop working on the tunnel idea. I know you really don[t want our opinions of the subject as you keep going in the same direction when the information you get is against it. This is just stupid and a waste of time.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
CO-15	Email	Sherman Oaks Neighborhood Council		Merged Document		Dear Project Manager Carter and Metro, The Sherman Oaks Neighborhood Council (SONC) submits the following letter pertaining to the Sepulveda Transit Corridor project (see attachment). In it, SONC takes the following position. SONC Favors Alternative 6. SONC Strongly Opposes Alternative 4. "The Sherman Oaks Neighborhood Council (SONC) prefers Alternative 6 or a similar fully-underground heavy rail concept in the San Fernando Valley. SONC strongly opposes Alternative 4 and opposes any proposal that would require the displacement of Sherman Oaks residents and businesses." Thank you for your attention to this matter.
I-660	Email			No		Metro, I am a resident of the SFV and am writing to you to strongly urge the selection of Sepulveda Transit Corridor alternatives 4, 5, or 6. Ridership estimates show significantly more riders on the Heavy Rail alternatives, along with faster transit times. Alternatives 1, 2, and 3 also lack any serious ability to grow ridership, decrease transit time, or improve headways. Monorails are a dead end in terms of expansion, while Heavy Rail offers many ways to improve in the future. Additionally, alternatives 1 and 2 do not include a stop at UCLA. Cost wise, I believe that alternatives 4, 5, and 6 will end up being the cheaper options in the long run, due to the choice of contractors. BYD has a history of poor performance in the US including cost and schedule overruns. All this taken together, a choice of alternatives 4, 5, or 6 would ensure Los Angeles has a future as a city with robust and useful transit, in a world that needs to decrease its reliance on automobile transportation as fast as possible to stop climate change. A choice of alternatives 1, 2, or 3 would be a catastrophic choice that keeps Los Angeles dependent on car travel. For the future of our city, please make the right decision and choose heavy rail for the Sepulveda Transit Corridor.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-662	Email			No	12/3/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
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						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

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<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-663	Email			No	12/3/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
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						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
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						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
						the only worthwhile investment for a route parallel to the 405. Monorail systems are
						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-661	Email			No		I am in favor of alternatives 4, 5, or 6 for the Sepulveda Pass project. I think rail, non mono-rails, are necessary for the amount of people that can be carried, along with the faster times to create a strong alternative to driving. I live in North Hollywood and would love to be able to ride rail to the Westside without having to go the long route to Downtown area stations, then ride across the LA Basin. I also think this will provide an alternative to the FlyAway, which is a good service but shouldn't be the only option.
I-665	Email			No	12/3/2023 8:00	Hello! Although currently an infrequent user of the corridor, I used to be an everyday commuter. SFV deserves real public transportation options to Westside and LAX. Please drop the monorail nonsense. Option 5 provides for quickest commute and has most estimated riders so it seems like a winner. Getty connection can be accommodated via bus. People going to the Getty are unlikely to be time constrained as much as those who commute for work and school. Regards,
I-643	Website		90043	No		I would like to voice my support for any of the heavy rail options, and strong opposition to the monorail options
I-644	Website		91602	No	12/3/2023 21:36	As between monorail and heavy rail, I strongly support heavy rail for the expected increased number of riders as compared to monorail. I am afraid that if one of the monorail options is built, after it becomes operational there will be a regret that the solution with higher ridership (and shorter commute times) was not selected, and it will be too late.
I-645	Website		90034	No		NO MONORAIL. NO MONORAIL.  NO MONORAIL. NO MONORAIL.  NO MONORAIL. NO MONORAIL.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-646	Website		90046	No		Dear Metro/Who It May Concern, I am writing to express my strong support for Alternatives 4 and 5 for the Sepulveda Transit Corridor project. As a resident of Los Angeles and someone deeply involved in both the arts community and public transit, I believe that these alternatives offer the most comprehensive and beneficial options for our city's transportation needs. One of the pivotal reasons for my endorsement of Alternatives 4 and 5 is the critical inclusion of a stop at UCLA. This stop is not only vital for the thousands of students who rely on public transit but also for individuals accessing essential healthcare services and attending cultural, artistic, and sporting events in the area. As an employee of the Geffen Playhouse, I personally would use this stop to and from work and I understand the significance of having a convenient public transit stop, which encourages more people to attend events and fosters a vibrant and connected community and frees up traffic. Additionally, I understand and advocate for the incorporation of a stop at the Getty Center within the proposed heavy rail options. A stop at the Getty Center would serve as a valuable connection point for locals and tourists alike, facilitating access to this renowned cultural institution and relieving traffic congestion in the area. Moreover, it's imperative to emphasize the fundamental principle that building a transit line that leads directly to its intended destinations, like Alternatives 4 and 5 propose, is far more effective than constructing a line that nearly reaches its destination, only to have to take another option to get to your destination like in Alternatives 1 and 2. The efficiency and convenience of a direct route cannot be understated and will encourage greater ridership. While considering the various options for the Sepulveda Transit Corridor, it's evident that the success of this project hinges significantly on ridership numbers. Alternatives 4 and 5 demonstrate high potential ridership, which is crucial for the long-term succ
I-656	Email			No		I would like to express my support for the Alternative 3 option for the Sepulveda Transit Corridor. Making a stop at the Getty Center AND UCLA would make the line more useful to everyone. The extra few minutes in transit would be well worth it. As a second choice, the Alternative 2 with the people mover to UCLA campus would work. But I prefer Alternative 3.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-658	Email			No	12/4/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Many folks who are part of the reentry community
						rely on public transit access for their commute to work, school, parole programs, or
						other destinations, and as a member of the LA Regional Reentry Partnership, I am
						sending this email to advocate for what I believe are the best and most effective
						options on the table for this vital transit connection. If we are going to invest in
						projects that will connect folks who rely on transit, we owe it to those most vulnerable
						among us to advocate for the best and highest accessibility options available. Any
						alternative which elects to use low-capacity, novelty transit modes such as alternatives
						1-3, are mortgaging ridership and accessibility to placate a few folks who will never
						even use the transit system. Affordable, safe, effective, and low headway transit
						investments are what we need in order to bring folks into the public transit fold. In
						the long-term, alternatives 4 and 5 also offer the best opportunities to interconnect
						with and benefit from future transit investments, such as Metrolink's Score program.
						Connecting and adding capacity between the Antelope Valley line and other transit
						projects in the San Fernando valley are vital to connect growing population centers to
						the academic and business cores of LA. Lastly, the direct rail connection to UCLA
						noted in alternatives 4 and 5 are extremely important to the UCLA student body, and
						to facilitate access to our world class public university. Any alternative that uses
						indirect connections, such as a monorail with a shuttle bus, is going to dissuade
						thousands of people from using the service and further disenfranchise Angelenos
						without a car. Direct, heavy rail service is the only worthwhile investment for a route
						parallel to the 405. Monorail systems are broadly unreliable, low-capacity carnival

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-667	Email			No		Good day, I hope the heavy rail options, particularly 4 and 5, will be given heavy preference since it'll integrate better with the future D Line extension. Automated heavy rail is essentially world standard as many developed Asian cities, Vancouver, and Montreal have seen rather great service with automated rail. I have friends who live in Sherman Oaks and Van Nuys, who have voiced their support for heavy rail options as it would be much faster to get to LA than the other options
I-651	Website		90049	No		I find it ridiculous to even consider a tunnel through the Sepulveda Pass. Why isn't an above the ground transit built in the existing roadway which would be much more efficient since it would run along an already established corridor. How many other major cities have an effective train system built alongside their highway? Whatever the cost figured today would be considerably higher by the time the project would be started and certainly completed. Years in the making. Enough already with studies and projections of tunnels and get to work with a much more feasible solution.

there is no better solution several high-profile interesting a monorail ins	Submission Text  amed through the Sepulveda Pass despite its widening in 2014,  on than a transit route parallel to the freeway. However,
there is no better solution several high-profile interesting a monorail ins	on than a transit route parallel to the freeway. However,
match the ridership poter the most heavily ridden noridership threshold comb unnecessarily due to the driving on the 405, but all as heavy trucks and work According to the ridership (Alternatives 4-6) heavily up to a factor of 2. This is train not unlike the Disne majority of riders who are cities around the world. If travel times of at least 8 is favor of a traditional subsequence for the favor of a traditional subsequence for the would depress ridership soptions.  Several people have comheavy rail. Although mon	rest groups are actively trying to derail the project by astead of the more conventional heavy rail (subway/metro) as a national system in the world, barely hits the 1 million daily bined. We do not want to handicap the capacity of the system as sheer importance of this corridor not only as an alternative to also to reduce congestion for those who do have to drive, such ask crews.  In projections of the six alternatives, the heavy rail options youtperform all of the monorail options (Alternatives 1-3) by its more than enough to disqualify the monorail; a single-beam asyland or Las Vegas system is simply not attractive to the vast are more likely to be familiar with the subway system in other. In addition, all of the heavy rail options have lower estimated a minutes than the monorail alternatives, furthering the case in a sway, and against the novel monorail.  The state of such a station in the UCLA campus. Such a new accessibility of the campus, and the lack of such a station as significantly, as shown in the ridership projections of the two mented about the noise of traditional rail transit, including norail is generally quieter than regular rail, heavy rail can be a including soundproofing stations and trains and installing

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-653	Website		91402	No		Hello, I am advocating for the heavy rail options for the Sepulveda Transit Corridor Project. My ranking of preferred options from highest to lowest is 5, 4, 6. I am against the light rail options since they will not be as fast/efficient. Time is important to many people's commute and i believe we should go for the heavy rail since it will help the most amount of people get to where they want to go faster than car or light rail.
I-654	Website		91604	No		I fully support using heavy rail or light rail train alternatives between the San Fernando valley and West Los Angeles. They are proven technologies and they are mostly trouble free. The problem with monorail is the unpredictable nature of the reliability of the relatively new technology.
I-655	Website		90245	No		Heavy Rail! Heavy Rail! HEAVY RAIL!  Please don't let NIMBYs stop this city we love from becoming a more sustainable city for all!
I-670	Email			No		Subject: Extremely Strong Support for Heavy Rail - Option 4 ideally! I strongly strongly strongly support Heavy Rail over any of the Monorail options for a variety of reasons: Much higher ridership numbers and a much better dollar per rider cost ratio All the monorail options seem to screw over UCLA students who will likely be some of the highest riders per cohort share in the city The monorail options drastically seem to be underestimating their costs and are finally admitting that APMs and other changes to station design will drastically change the costs so they are more in line with the heavy rail options which even further worsens its cost per rider estimates All of the Sherman Oaks Homeowners Association and Bel Air résidents concerns seem to be exclusively NIMBY concerns which do not represent the vast majority of the benefits that the city and its transit riders will accrue from the heavy rail options. Please help make Heavy Rail Sepulveda line a reality!
I-668	Email			No		I'm confused. This is called the Sepulveda Transit Corridor, but I don't see any transportation (transit, routes, rail, etc.) from the Westside to the San Fernando Valley via Sepulveda

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-669	Email			No		Hello, For the project, at all transfer stations (at the D and E line stations) please provide extra stairs at the platform level. At stations where there is only one pair of escalators and two sets of stairs, there is a backup of people and makes it inconvenient for anyone traveling in the other direction (to or from a train). For example, at North Hollywood station, when a train arrives the passengers flood all the stairs exiting to the surface. For a rider who is trying to move to the platform from the entry level on the stairs (especially when the escalator down are full), they now have to deal with flood of people ascending. You can see this happening on the stairs from the platform to the mezzanine level. While there are now two sets of stairs to the surface from the mezzanine, they still converge onto two sets of stairs to the platform. A third or even fourth set of stairs will help alleviate stair crowding. Pershing Square station is an example of stations with extra stairs. While it is not as busy as the other existing stations it could be applied to known future stations that will be packed with riders transferring to other platforms or to to ground level. Additionally, at a future Westwood station at/near Wilshire, I would suggest a second mezzanine entrance/exit to the street and increased access (stairs) to the other platform. If the combined exit of two trains (one from the D line and one from the Sepulveda line) were to occur at the same time, into only a few set of stairs, it will also be crowded.
I-792	Email			No		I hope this email finds you well. I am a Master of Urban and Regional Planning student writing a paper on the Sepulveda Transit Corridor. I am curious to know if we can assume that tunnel-boring machines will be used to construct the subway tunnels under the Santa Monica mountains.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-666	Website		90403	No		I am strongly in favor of alternatives 4, 5, and 6! I personally think 6 is the best option, but in any case, heavy rail through Sepulveda Pass and a station at UCLA would be game-changers for LA County's transit system. By contrast, adding a whole new travel mode to the the system, and asking people to wait at stations in the middle of the busiest freeway in the country, would make the monorail an unattractive, underused, confusing alternative. Metro's own projections show that ridership would be higher and travel time faster with heavy rail. This would be the most exciting transit project in Los Angeles County in my lifetime. Let's make it happen!
I-671	Website		90211	No		As a recent graduate from an undergraduate program at UCLA and the current Events and Operations Coordinator at the UCLA Institute of Transportation Studies who works with and is friends with many commuters from the San Fernando Valley, the drastic difference between approximate travel times between Alternatives 1-3 and Alternatives 4-6 is astounding. It would be significant to support projects that facilitate the shortest travel time possible for students to be able to spend more time on campus and less time commuting. Maximizing ridership is also important, especially as California continues to use an outdated farebox recovery model to prove the success of transit models. Alternative 4 and 5 support 40,000 more average weekday boardings than even the most utilized Alternative 3 of the three monorail proposals. The estimated average weekday boardings of 18,252 and 18,294 respectively of Alternatives 4 and 5 represent a population greater than the number of total graduate students enrolled at UCLA. While Alternatives 4 and 5 do not have some of my station preferences for UCLA Gateway Plaza (at least two, if not three entrances to the station underground), I appreciate the travel times and average boarding statistics to the point that I would be most willing to overlook that potential area of improvement.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
B-7	Email	J. Paul Getty Trust	90049	Merged Document		Dear Ms. Wiggins, Enclosed please find a letter from the J. Paul Getty Trust regarding Metro transportation planning in the Sepulveda Corridor and support of a Getty Center transit rail stop. We look forward to continuing our collaboration with Metro regarding congestion solutions in the Sepulveda Corridor and to help ensure that the Sepulveda Transit Corridor Project includes a station at the Getty Center. Sincerely, Mary-Elizabeth Michaels Mary-Elizabeth Michaels   Head of Government and Community Affairs   The J. Paul Getty Trust 1200 Getty Center Dr., Suite 100, Los Angeles, CA 90049
I-785	Email			No		I am a westside resident and am thrilled about a Sepulveda transit project. I think the heavy rail options with the Sherman Way stop (Alts. 4-5) are much better than Alts 1-3 because of both the faster travel times and the significantly higher projected ridership, and there seem to be a significant amount of riders from Sherman Way stop that is worth an extra minute or two of travel time between Alts 4-5 and 6. I think we 100% need a UCLA station, and an easy transfer from the Sepulveda line to both the Wilshire/D Line and the Expo (E) line. While a stop at Getty Center would be nice, if the ridership isn't there then it likely doesn't make sense for the cost and time to build a station. Perhaps there could be an electric shuttle (or some other means of transport) from the closest station to the Getty Center. Thanks for soliciting feedback from the community.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-787	Email			No	12/6/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
						the only worthwhile investment for a route parallel to the 405. Monorail systems are
						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-790	Email			No	12/6/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Many folks who are part of the reentry community
						rely on public transit access for their commute to work, school, parole programs, or
						other destinations, and as a member of the LA Regional Reentry Partnership, I am
						sending this email to advocate for what I believe are the best and most effective
						options on the table for this vital transit connection. If we are going to invest in
						projects that will connect folks who rely on transit, we owe it to those most vulnerable
						among us to advocate for the best and highest accessibility options available. Any
						alternative which elects to use low-capacity, novelty transit modes such as alternatives
						1-3, are mortgaging ridership and accessibility to placate a few folks who will never
						even use the transit system. Affordable, safe, effective, and low headway transit
						investments are what we need in order to bring folks into the public transit fold. In
						the long-term, alternatives 4 and 5 also offer the best opportunities to interconnect
						with and benefit from future transit investments, such as Metrolink's Score program.
						Connecting and adding capacity between the Antelope Valley line and other transit
						projects in the San Fernando valley are vital to connect growing population centers to
						the academic and business cores of LA. Lastly, the direct rail connection to UCLA
						noted in alternatives 4 and 5 are extremely important to the UCLA student body, and
						to facilitate access to our world class public university. Any alternative that uses
						indirect connections, such as a monorail with a shuttle bus, is going to dissuade
						thousands of people from using the service and further disenfranchise Angelenos
						without a car. Direct, heavy rail service is the only worthwhile investment for a route
						parallel to the 405. Monorail systems are broadly unreliable, low-capacity carnival

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-789	Email			No		Thank you for the opportunity to respond to the project! My firm belief is that the more beneficial alternative for those of us who live in the San Fernando Valley would be Alternative 6. Van Nuys Blvd is always busier with the local population than Sepulveda! It is important that there be a more fluid connection throughout the LA basin by using only one form of rail transportation. People would be put off using transportation in general if they had to change from one mode to another! Additionally I would suggest that consideration be given to adding two more stations for this particular alternative. Those would be at Skirball and Getty. There are schools at the top of Mulholland which should be taken into account! It would probably result in less of an underground route than is currently proposed.
I-791	Email			No		A Getty stop is a must. We must get people out of their cars. Data might say that today not many people would use it, but you build the stop and people will start using it. Tourists, residents, elderly, young. We must provide for a carless future.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-672	Website		91307	No		As a current student at UCLA and San Fernando Valley resident, I'm writing to express my support for the heavy rail alternatives. Based on information from the community meetings, the monorail option is insufficient to meet the current needs of the corridor, which is one of the most congested in the country. Heavy rail is expected to produce greater ridership and faster travel times. Although the project cost will likely be more expensive than monorail, I want to reiterate the significance of this corridor to the entire Southern California region, especially as the number of San Fernando Valley residents needing to access the Westside will only grow in the future. I firmly believe that the Sepulveda Corridor is the most important project currently underway at LA Metro. Implementing the best quality and fastest option is critical, not only to best serve the riders that are already utilizing the corridor, but also to encourage more drivers to shift to transit use. If Metro provides a slower, inferior service like monorail that will be unable to compete with a private vehicle, the goals of reducing congestion along the corridor, improving connectivity, and providing a high quality alternative to driving will be much more difficult to meet. I implore LA Metro not to allow the interests of a limited number of wealthy property owners in Sherman Oaks and Bel Air to derail the project's potential benefits for workers, students, and all LA County residents, existing and future.  Thank you for your hard work and for your attention. Respectfully.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-673	Website		91601	No		The only options that make sense for the riders and citizens of LA would be to use underground heavy rail and include a UCLA station. As a UCLA staff member, my daily life is greatly impacted by my unpredictable and draining commute and having this option would improve that quality of life and encourage me to continue working at UCLA. The residents of Bel Air are using nonsensical fear mongering to avoid having people "come into their community" when there wouldn't even be a station in proximity to their homes. The B (red) line has shown us that underground heavy rail is fast and undetectable to the communities it runs below. The monorails along the 405 would cause ridiculous traffic during construction and exposes riders to unnecessary pollutants and creates an unpleasant experience that would drop the ridership. Having to create a further extension to UCLA with shuttles or something similar would increase ride times and again lower ridership because it would create unnecessary inconveniences.
I-674	Website		90066	No		Alternatives 5 and 6 have demonstrably greater efficacy and value compared to the other. Minimized travel times and greatest ridership, as well as uniformity with the rest of the transit system should make it clear that these are the only viable options.  Please please do not make a decision solely based on the firm's projected costs, for which the monorail options have been clearly shown are not accurate. The quality and future functionality of a system which will sustain and serve a growing population must be paramount.
1-675	Website		91311	No		Please build the subway option. The monorail option is inefficient and slow and will suppress ridership.
I-676	Website		90033	No		Please select any one of the subway alternatives. If the board is as liberal as they say they are, they would notice that the subway benefits students and working class people more than the monorail. The Board can choose to correct the wrongs of the past by ignoring wealthy individuals living in Bel Air and Sherman Oaks who never ride transit to begin with. Freeways decimated working class communities while sparing affluent neighborhoods. It is time the wealthy share the burden.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-677	Website		91702	No	12/6/2023 18:13	THE ONLY VIABLE TRANSPORTATION MODAL: ALTERNATIVE 6!!!!
						HEAVY RAIL!!! THANKS!!!
I-678	Website		91403	No	12/6/2023 18:14	Please do not use the heavy elevated option on Sepulveda Blvd option in Sherman Oaks, it will be a nightmare!
I-679	Website		90804	No	12/6/2023 18:16	Heavy rail! Do it right the first time.
I-680	Website		90405	No	12/6/2023 18:20	Decisions should be driven by the most number of riders to benefit followed by cost.
						Neighborhoods who are trying to stop tunnels, or demanding equity or shortsighted. The more people that can use transportation will benefit everybody, especially people who live in neighborhoods with commuter traffic.
I-16	Website		90032- 1712	No	12/6/2023 18:20	Strongly support Alternative 6, Deep Heavy Rail Transit connecting from Sylmar<>Metrolink ESFV<>UCLA<>LAX<>Torrance
I-681	Website		90063	No	12/6/2023 18:23	Please prioritize alternatives that maximize ridership and directly serve high-demand destinations (e.g. UCLA). Consider speed and travel times, especially since many riders will also be transferring from other lines. Selection should also consider minimizing complexity in the system.
I-682	Website		90034	No	12/6/2023 18:26	I think it's difficult to overstate the positive impact that robust access to UCLA via a heavy rail line as in alignments 4-6 would have on the greater LA area, for students, staff, and faculty at the university, as well as workers at UCLA hospital; particularly those who live in the valley or closer to downtown.
I-684	Website		90077	No	12/6/2023 18:28	Hello,
						I just do not understand why you're not looking at a monorail system!
						Thank you.
I-683	Website		91406- 6318	No	12/6/2023 18:28	Please don't put in an above-ground heavy rail down sepulveda blvd!!! put it below ground, or above the freeway. or put something less noisy than a heavy rail.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-685	Website		90064		12/6/2023 18:34	This project should be heavy rail?this is a long-term investment in our transportation system and choosing a lower capacity solution for short-term cost considerations would be poor planning. In a similar vein, taking the 100% underground option in the Valley seems most appropriate. Finally, a connection along Sepulveda in the Santa Monica area makes more sense to me, given the number of folks that can then connect toward downtown, plus the ease of developing a future extension to LAX.
I-687	Website		91306	No	12/6/2023 18:34	i am in favor of reliable transit to connect the valley with the west side.
I-686	Website		91343		12/6/2023 18:34	Please please please do not do an above ground line along the 405, it will be terribly inefficient. Do not let the vocally loud homeowners organizations sway your decision on what's best for the normal individuals.
I-688	Website		90230	No		NOT THE MONORAIL. All the heavy rail options are better! I would prefer alt 4 as my first choice, 5 as my second choice, and 6 as my third choice. But please, not monorail. 4 would be the most cost effective, since it would have aerial sections, and less tunneling. Please choose 4!
I-689	Website		90049	No		To whom it may concern. I have been a resident living along the Sepulveda Pass for the last 30 years and lived through the moving of the 405 freeway (2001-2010). That construction was in my backyard. The City of LA; the State of California; DOT; Caltrans and Metro have been negligent in their handling of the traffic and congestion along the 405 freeway. The only real solutions are alternatives 4; 5 or 6; the heavy rail options. This will allow for approx. 50 to 75 years of service.
I-690	Website		91423	No		Why are we still in circles aboout this? Why has practicality not pushed us into a greater sene of urgency. When was the last time that you commuted on the 405? or driven in the adjacent areas and the flow of car traffic at 5pm on a given Tuesday. Also, why is that there is still debate on whether we should or should not DIRECTLY link one of the largest and most prominent academic institutions in our nation to the greater city around it. Even though this has never been mentioned, but it should end up by CSUN

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-691	Website		90035	No	12/6/2023 18:40	Just build whichever version you can build fastest. We needed this 30 years ago not 30
						years from now. Also please connect Crenshaw line to Purple Line - at any point is fine -
						just do whatever is quickest.
I-692	Website		91343	No	12/6/2023 18:48	You are missing a huge opportunity by not including a stop at the Van Nuys FlyAway,
						and by terminating the line at the Van Nuys Amtrak Station. If the goal of the line is to
						attract riders, having a short stub of it actually in the Valley isn't the most effective
						choice. Just as the Red Line claimed that MetroRail was coming to the Valley, there are
						only 2 stops actually in the Valley. If this line is supposed to actually serve the Valley,
						continue it into the Valley in a meaningful way. The other problem, not including a stop
						at the FlyAway is another example of Metro falling short and missing critical
						infrastructure. Metro just spent how much money with the Downtown Connector? All
						to do what? Finish something that should have been done back in the 90s when the
						Blue Line was first built. The Green Line famously never made it to LAX. The Red Line
						doesn't stop at the Hollywood Bowl. And now you have a rail line whose stated future
						plans are to make it to LAX that comes within a mile of the FlyAway terminal. Even if
						you don't want people using Park and Ride to use this line, this could relieve some of
						the pressure from the FlyAway busses where people are already using the largest
						parking structure in the City. This also presents a huge opportunity to act as an
						intermodal transfer station that is much more capable than the Van Nuys Amtrak
						station. The FlyAway has much easier access to freeways allowing long-distance busses
						from (for example) Santa Barbara to allow passengers destined for LAX to use this
						train.
						The planning on this line is also lacking in typical Metro fashion where it is focusing on
						a disparate rail line. Metro needs to develop a complete system with planned
						interconnections, and not separate lines that just hopefully intersect.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-693	Website		90810	No		From the corner of Van Nuys Blvd. and Oxnard Street where the Van Nuys/G Line
						Station is located, I think it's best start building with either the aerial portion or the
						underground portion to help extend with the Sepulveda Transit Corridor to complete
						the connection between the Van Nuys/G Line Station and the Expo-Sepulveda/E Line
						Station. That one is going to be my best suggestion for public transportation thanks to
						Metro Los Angeles County.
I-694	Website		90049	No	12/6/2023 19:03	I vote for options 2,3 or 4, and am in favor of the underground options.
I-695	Website		91403	No	12/6/2023 19:04	I am in favor of the heavy rail option going up Sepulveda blvd, either above or below
						ground.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Anniauon	90024		12/6/2023 19:10	As a student at UCLA and a young resident of Los Angeles, I am strongly in favor of adopting the heavy rail options provided by Alternatives 4, 5, and 6. Creating a metro rail system that is equitable for all means providing public transportation to the areas that need it most.  One of these places is UCLA, where the majority of students do not own cars and rely on public transportation to navigate Los Angeles. Putting a heavy rail stop on UCLA's campus would not only benefit all of the students, staff, and faculty of UCLA, but it would be a mistake not to. The data gathered by metro shows a massive reduction in ridership and greater travel times for the monorail on Alternatives 1, 2, and 3 compared to heavy rail. Choosing one of these alternatives will not encourage people to ride public transit. Crossing the freeway to access a station and being exposed to unhealthy levels of noise pollution while waiting for the train will be detrimental for those who do choose to use the monorail.  This is why we must adopt Alternative 4, 5, or 6. Ensuring safe, fast, and equitable connection between the San Fernando Valley, UCLA, and the broader Westside will benefit all residents.  I personally know professors and students that have to commute on the 405 freeway every day to UCLA and it is simply a nightmare. This transit project has the potential to reshape travel patterns not just in the Valley and the Westwide, but all of Los Angeles.  Please make the right choice for Angelenos and choose heavy rail Alternatives 4, 5, or 6. Thank you.
I-697	Website		90066	No		No monorail. Only heavy rail. There must be a stop on the UCLA campus. Align to where people/jobs/schools are NOT to freeways!!!!

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Submission Code		Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-698	Website		91506	No		I want to express my strong preference for an underground heavy rail connection from
						the San Fernando Valley to Westwood (and specifically the UCLA campus). This is in
						line with the results you've reported from your scoping survey feedback.
						Monorail and aboveground options will not adequately address the volume and needs of commuters. Los Angeles is a world-class city and it needs a proper subway connection through the Sepulveda Corridor. As a lifelong Valley resident and student and employee at UCLA's Westwood Campus, I have been waiting for a subway connection for a decade now. Please make it happen, and please do not let the preferences of a few wealthy communities outweigh the needs of so many San Fernando Valley and Los Angeles commuters. Thank you!
I-699	Website		90278	No	12/6/2023 19:21	HEAVY RAIL HEAVY RAIL
						GET THAT FUCKING CONGRESSMAN ADVOCATING FOR MONORAIL OUT OF HERE. TO
						EQUATE A LIGHT BUS AND MONORAIL AS BEING EVEN CLOSE TO AS FAST OR AS
						FREQUENT IS A JOKE

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-700	Website		90405	No		When I think of past Metro projects, I am happy that the system has gotten to where it is, but there are significant downsides that we in the present just can't understand how past Metro got wrong. Why is there no rail connection to LAX? Why are so many rail lines not grade separated and therefore subject to the traffic they are trying to alleviate? These were decisions that were made in the past that will make the system suffer for decades into the future.  The Sepulveda project is an important line and it is important to me that Metro does not make mistakes that my son will be complaining about twenty years from now. This system MUST connect to UCLA in the most convenient way possible, with no transfers required to reach campus. The fact that we are even considering alternatives that do not directly connect UCLA are chosen, future Angelenos will be complaining about this system for fifty years.  I also do not understand why Monorail is under consideration at all. It's a fully different technology from the rest of the metro system, so seems like it would require completely separate maintenance systems from the rest of Metro. All the ridership projections for the alternatives seem to obviously point out that all the monorail options would serve fewer riders than the heavy rail options. It seems to me that this is only under consideration out of deference to an incredibly small number of politically connected homeowners that don't want to deal with the minor inconvenience of temporary construction noise. If we actually defer to their unreasonable demands and spend billions of dollars building a system that is not all it could be, future generations are going to be dealing with the consequences of this decision long after we're gone. For once, please make the right decision. Build the best system we can build, even if it means a few rich people have to be mildly inconvenienced temporarily.
I-701	Website		91403	No		We are happy with any of the alternatives EXCEPT elevated trains above Sepulveda Blvd. That would be detrimental to our neighborhood and community. Thank you!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-702	Website		90046	No		I fully support this project! I choose to be car-less here in LA and am optimistic LA could be a more modern transit city, as other major cities are. It makes sense here! Our weather is perfect for non-car options. It will benefit not only the transit riders and cyclists in linking routes, but also by taking people off the road (such as myself) it will benefit car drivers and improve air quality. I work on set in various places around the city and often in the valley. I also frequently fly and would welcome non-car options to LAX.
I-703	Website		91405	No		8 things guaranteed to raise ridership. 1-Safety. You need a blitz campaign to demonstrate to the public that riding Metro is safe. Ambassadors a good start. But where is the proof that they have made a difference. 2-Cleanliness. Again pound it into the awareness of Angelinos that you could eat of the surfaces of any given vehicle. 3-Price incentives. Work with local businesses. 10% off price if customer shows recent transit receipt. Get into public pool for free with proof of ridership. 4-Make it hip to take public transit. Free rides to concerts. 5-Events on board. Holiday carolers. Poetry slams. Music. Random Rides Day! 6-Build your clientele. Students ride free. 7-Prove that you can transit FASTER CHEAPER than driving a car. Metro slogan "We Pay For The Gas"!
I-704	Website		91403	No		As a long time resident of Sherman Oaks, I want to add my voice to the many residents of the Valley that support the underground heavy rail options. Metro's research has clearly shown that the HRT options carry more passengers at a quicker rate and is superior in nearly every way to a monorail. Alt 5 is the preferred alignment (if the purple line extension can be built fully underground, I don't see why the sepulveda line would not be), however, we should not be forced into a false dichotomy between Alt 5 and a monorail. Alt 4, even with its aesthetic and noise related concerns (which Metro should work to mitigate) is still vastly superior to any monorail option.  Thanks to Metro for your continuing hard work on this vital project!

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	Affiliation	<b>ZIP</b> 90024		12/6/2023 19:59	The Metro Board must support the three heavy rail alternatives (4-6) and reject all proposals for a monorail (alternatives 1-3). The benefits of heavy rail will be astronomical for students, faculty, and all who navigate the Los Angeles area. As the single most important rail investment in Los Angeles's history, ensuring that the Sepulveda Transit Corridor is designed for the stakeholders in our community is crucial.  Current information demonstrates the larger, systemic issues with the monorail proposals. Alternatives 1-3 are proposed to have an end-to-end travel time nearly doubling or tripling the heavy rail alternatives when traveling to the UCLA campus. The monorail's current proposals fail to connect well with the existing Metro system. Heavy rail's superior ride times and pleasant station environment create a dramatic boost to projected weekday ridership, especially at the UCLA campus.  We implore Metro to listen to the opinions of our campus and our wider community. The most elite and wealthy stakeholders should not have the ability to overpower the voices of the larger public. This rail line has the potential to fundamentally transform Los Angeles for future generations. Instead of leaving Los Angeles with a subpar monorail that could last for decades, the Metro Board must choose the options that truly leave the best possible impact on transit for the people who currently and will ride it.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	<b>Method</b> Website	Affiliation	<b>ZIP</b> 90049		12/6/2023 20:05	In my opinion and after looking at the history of the companies involved heavy rail is the only options that should be considered going forward. If you look at monorail projects across the world you see most of them are difficult to maintain and underperform vs promises. (Mumbai Monorail, Melaka Malasia, even the Las Vegas Monorail underperforms- expected 20 million annual, actual is 4.9)  Monorails are a means that is not currently supported by Metro means necessitating service yards specifically for this equipment- special training and a lack of future combinations.  If you think of the regional transit connector it would not have been possible if any of the lines involved were monorails.  Heavy rail is Reliable Scaleable and has been shown to be the preferred method by actual transit users like myself.  I specifically pull for alternative 6 as the UCLA and wilshire stations will work excellently with the purple line station nearby. Transfering between trains needs to be heavily considered.  Alternative 5 would be my second choice for similar reasons.  NO MONORAILS. Please listen to riders that plan on using this system and use the current metro system. not wealthy individuals that have property value concerns.
						Thank you.

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I-707	<b>Method</b> Website	Affiliation ZIP 900	Attachme D24 No	12/6/2023 20:16	As a staffer on the UCLA Undergraduate Students Association, I am writing in ardent support for the construction of the Sepulveda Transit Corridor as a heavy rail line, dramatically transforming the mobility and accessibility of our campus. We support the three heavy rail alternatives (4-6) and reject all proposals for a monorail (alternatives 1-3). We feel that the benefits of heavy rail will be astronomical for students, faculty, and all who navigate the Los Angeles area. As the single most important rail investment in Los Angeles's history, ensuring that the Sepulveda Transit Corridor is designed for the stakeholders in our community is crucial.  The UCLA community should not be subjected to inhumane conditions when waiting for their transportation to arrive. The monorail would force individuals to wait on the sides of the 405 Freeway, one of the most congested roadways in the world.  Unacceptable and inequitable levels of noise and air pollution pose serious health risks for our public transit riders.  Current information demonstrates the larger, systemic issues with the monorail proposals. Alternatives 1-3 are proposed to have an end-to-end travel time nearly doubling or tripling the heavy rail alternatives when traveling to the UCLA campus. The monorail's current proposals fail to connect well with the existing Metro system. Heavy rail's superior ride times and pleasant station environment create a dramatic boost to projected weekday ridership, especially at the UCLA campus.
					We implore Metro to listen to the opinions of our campus and our wider community. The most elite and wealthy stakeholders should not have the ability to overpower the voices of the public. This rail line has the potential to fundamentally transform Los Angeles for future generations. We must fight for the future that works for Angelenos – and that future is heavy rail.
I-708	Website	900	049 No		It is imperative this project have a station underground at UCLA. This is the scenario that maximizes ridership. UCLA is one of the region's largest destinations, with tens of thousands of daily visitors as a university and as an employer. Alternatives that rely on other means to connect to UCLA are clumsy and inefficient, and they should be rejected.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-709	Website		90039	No		I must admit that this is considerable planning stages progress although I don't expect to punch my ticket anytime soon to ride what should have been a subway line built a good 10-20 years ago. Hopefully in my lifeline we will initially see this line build ENTIRELY underground [with the exception of the northern most point in the mid-S.F. Valley (Panorama City) where it would end or begin as an elevated portion] so there would be 4 stations in the S.F. Valley & 4 stations in West L.A. including probably what would conceivably be the busiest station within the entire Metro networkthe UCLA station. I hope we can get a combination of Federal, State & local funding for this very important project, which will truly be a "game changer" for the entire region.
I-710	Website		91316	No		Hello, I think the monorail is too slow, would be an eyesore, wouldn't have the right stations and wouldn't be usable to the most amount of people. It seems that monorail is not a serious solution and should only be considered for smaller, less used routes. For this route I think the heavy rail is the only way to go. And I think accessibility and speed are the most important aspects. So plan 5 would have the most accessibility and plan 6 would have the most speed. Then it comes to money. I think plan 6 is a lot more, and it shaves off 1 minute which is good, but with less accessibility. I think accessibility is more important in regards to 1 minute and a huge increase in costs. So I would hope for plan 5.
I-711	Website		90049	No		The right alternative, which would be less intrusive and less costly, would be to have a monorail down the 405 South all the way to Wilshire. Do not place subways under Bel Air! If you attempt to tunnel under Bel Air the project will be held up in court for years.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-712	Website	Annation	90404			Why are monorail options even still being considered? They are not effective anywhere in the world. The heavy rail options of alternative 4, 5, 6 are the only sensible and viable options. It's absurd how much people in Bel Air whining about having a subway put far below them can force such crappy options to still be given the light of day. Unsurprisingly showing the options here obscures which are the shitty monorail concept and which are basic heavy rail that is the standard used throughout the world for urban areas that want functional and effective mass transit.
I-713	Website		90094	No	12/6/2023 21:34	Please only consider alternatives 4-6! Building this as monorail, with the terrible station locations presented in alternatives 1-3, would be a colossal mistake. This needs to be heavy rail, with a one-seat ride between the valley, the heart of UCLA, and the Expo Line. I prefer Alternative 6 because the station locations south of Westwood are superior, but any of the alternatives 4-6 would be good!
I-714	Website		91316	No		Stop the nonsense. This boondoggle plan represents yet another guaranteed transportation failure.  Shelve it before tens of thousands of lives are upended and so much property is destroyed. NONE of the options are workable and taxpayer money is totally WASTED!  Just stop!
I-716	Website		90242	No		Above anything else, there must be a station built inside of UCLA. Personally, I prefer Option 6 because it has the fastest travel time and is the easiest to connect to future connections with the LAX extension and the East SFV extension. Also since Option 6 will use the same technology as the East SFV trains, there won't be any issues with moving train between the Sepulveda corridor trains and East SFV if LA Metro needs to borrow trains. Regarding concerns that there's less riders on Option 6, that is only due to having no station on Sherman way & Sepulveda blvd (but this could be addressed by increasing service on bus line 162 so that riders can access the Sherman way station at the East SFV line). And I support the option with a Heavy Rail (no to the Monorail options). Thank you.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-715	Website		91803	No	12/6/2023 21:55	Any heavy rail alternative with a UCLA station should be prioritized over monorail. Heavy rail is faster, higher-capacity, and will provide a higher-quality transit experience for riders. Please scrap all monorail alternatives and do not cave to the NIMBYs in Sherman Oaks and Bel-Air. Thank you.
I-717	Website		90250	No	12/6/2023 22:00	I do not see how the lower capacity, less time efficient monorail alternatives (1-3) are still being considered. They supposedly are slightly less costly but considering how important this project is I believe the heavy rail alternatives are the only right ways to do this. I prefer alternatives 4 & 5 over alternative 6 due to the expanded access of quality rail transit to different locations. I also prefer alternative 4 over 5 if I had to pick one. This is on the basis that it is much cheaper and only about a minute slower. I also believe a station between the G line station and Ventura Blvd should be considered. Perhaps on Magnolia Blvd. Regardless, I am excited for this project and do hope heavy rail is chosen. It is the best option.
I-718	Website		90031	No	12/6/2023 22:11	Look, a monorail means increase of maintenance costs overtime and has less capacity than heavy rail since it means maintaining a whole new stock of vehicles that are incompatible with the current Metro rolling stock. The only downside of heavy rail is noise, and that can be mitigated overtime. Simply put, Alternatives 1, 2 and 3 do not make any financial or practical sense for the area.
I-719	Website		91423	No	12/6/2023 22:15	Yes to heavy rail! The transit times are lower, and the people moving capacity is greater! It is what we need!
I-720	Website		90025	No	12/6/2023 22:40	Please consider the heavy rail line. Why are we repeating the monorail like Simpson episode from people who does not use public transit? Monorail is just a rail line with only one track. Can we avoid putting the rail on the freeway? Freeways stations are too loud for passengers. The green line station is terrible for hearing. I support the Sepulveda corridor because I do not have a direct rail line to the region. I do not driver either.
I-721	Website		91403	No	12/6/2023 22:40	Please know that I am open to ideas EXCEPT any above ground rail on Sepulveda Blvd or Van Nuys Blvd. NO ABOVE GROUND rail in the San Fernando Valley.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-722	Website		90064	No		Alternatives 4 and 5 appear to be far and away the best options. A UCLA station, faster speeds, higher capacity, and not running along a freeway median (we have seen how unpleasant this is when done poorly, such as with the C line's lack of soundproofing) make this clear.
I-723	Website		90016	No	12/6/2023 22:45	Can't wait to have more public transportation! Especially lines that connect to others!  I wish your lines did transfers like NYC. Pay once, don't pay a fare for two hours.  Fwiw - homeless are not a good excuse for the current rules
I-724	Website		90025	No		I prefer alternatives 4-6. If we spend the money to build a rail project, we should pick the most efficient and fastest one. More people will use something if they find it convenient, and will be better proof to the state and federal government the investment is worthwhile.
I-725	Website		92114	No	1 ' '	It would be nice if metro did not have a monorail line. I would like it if metro could have a light rail line.
I-726	Website		90230	No		Alt 4, 5, or 6. Tried and true technology that the local supporting workforce and resources are used to. This will surely help operational costs down the line. Also these high the highest ridership potential and the fastest travel times which is really what people care about. Either way, please do something to connect the west side to the valley. This would be a huge infrastructure boost for the entire area.
I-727	Website		90026	No	12/6/2023 23:56	Please no monorail! Heavy rail is proven and will carry LA through the 21st century.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-728	Website		90018	No	12/7/2023 0:09	Please choose the Heavy Rail options, and do not choose the monorail options. The
						heavy rail options are more robust, they avoid placing transit riders near freeways
						while waiting, and they hold greater potential for service improvements down the line
						(plus it would be good to be able to share equipment with other lines).
						Additionally, regardless of mode chosen, I also strongly support connecting UCLA to this transit corridor.
						This corridor is too important to choose a subpar solution.
I-729	Website		91106	No	12/7/2023 0:10	We need heavy rail only through the Sepulveda transit corridor with direct stations to
						UCLA. The proof is in the ridership projected numbers and community feedback. The
						vast majority of people want heavy rail only!

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-730	Website	Affiliation	<b>2IP</b> 90024	7 1000 07 17 17 07 17	12/7/2023 0:11	I write in ardent support for the construction of the Sepulveda Transit Corridor as a heavy rail line, dramatically transforming the mobility and accessibility of our campus. I support the three heavy rail alternatives (4-6) and reject all proposals for a monorail (alternatives 1-3). We feel that the benefits of heavy rail will be astronomical for students, faculty, and all who navigate the Los Angeles area. As the single most important rail investment in Los Angeles's history, ensuring that the Sepulveda Transit Corridor is designed for the stakeholders in our community is crucial.  The UCLA community should not be subjected to inhumane conditions when waiting for their transportation to arrive. The monorail would force individuals to wait on the sides of the 405 Freeway, one of the most congested roadways in the world.  Unacceptable and inequitable levels of noise and air pollution pose serious health risks for our public transit riders.  Current information demonstrates the larger, systemic issues with the monorail proposals. Alternatives 1-3 are proposed to have an end-to-end travel time nearly doubling or tripling the heavy rail alternatives when traveling to the UCLA campus. The monorail's current proposals fail to connect well with the existing Metro system. Heavy rail's superior ride times and pleasant station environment create a dramatic boost to projected weekday ridership, especially at the UCLA campus.
						Please listen to the opinions of our campus and our wider community. The most elite and wealthy stakeholders should not have the ability to overpower the voices of the public. This rail line has the potential to fundamentally transform Los Angeles for future generations. We must fight for the future that works for Angelenos – and that
						future is heavy rail.

Submission Code	Method	Organization/ Affiliation ZIP	Attachment	Date Submitted	Submission Text
I-731	Website		04 No		I am heavily in favor of alternative 4, but no matter what I think heavy rail is necessary over monorail! Where exactly in the world is monorail used effectively? Who would benefit from a monorail with slower service, more than underground heavy rail that goes from Van Nuys to UCLA in 12 minutes? The people of Los Angeles will be served more frequently and reliably if we invest in heavy rail alternatives.
I-732	Website	900	22 No	12/7/2023 0:49	Alternative 4 is the best option overall, but all options that favor total ridership, use heavy rail, and have a close of a connection to UCLA are ideal. A system needs to be built right the first time, and it needs to be built to benefit the most people. Alternative 4 is the way to go.
I-733	Website	911	06 No	12/7/2023 1:26	4 is my preference to be able to access UCLA and visit my sister in law in the area easily. I also like the elevated portion for beautiful Mountain View's like I get on the A line now ? 5 is great as well, and 6 is merely good. The monorails won't move enough people and are too slow for this critical corridor!
I-735	Website	900	29 No	12/7/2023 1:29	Please do not build a monorail, we need the capacity of heavy rail if LA is serious about building transit
I-734	Website	91306- 4035	No	12/7/2023 1:29	Alternative 4, please! Can't tell you how convenient it would be for me as a transit- riding Valley resident to have a truly robust, fast route to the West Side that isn't confined to a handful of routes today, like the LADOT 573. I've literally had to turn down jobs in/around Santa Monica because the transit options were so terrible outside of narrowly confined hours.
I-737	Website	900	12 No	12/7/2023 1:39	Alternative 4 really seems like the best solution for my needs!  I believe alternative 4 is the best option, as it minimizes overall cost and maintains necessary and quick heavy rail connections between the valley and the west side. In addition, having a stop at UCLA is critical for the success of the line (saying this even as a USC graduate), and making sure there is a seamless in-station transfer between this heavy rail line and the D line
I-736	Website	900	24 No	12/7/2023 1:39	Heavy rail please, to match the rest of the metro system and because it's more standard.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-738	Website	Amidaon	90048		12/7/2023 1:54	I believe that any option that does not include heavy rail will be a great disservice to the working people and students of the city of Los Angeles. Heavy rail alternatives are faster, transport more people, and mesh better with our current metro system.
I-739	Website		90403	No		I'm pretty sure I already submitted a comment, but I keep on receiving e-mails from you that suggest that I haven't, so let me try again.
						My main feedback is that I think you should consider combining attributes of different project alternatives. Currently, Alternative 6 is the only one that offers reasonable connectivity for West LA, which I believe is essential to the success of the project. However, Alternatives 4 and 5 provide access to the Sepulveda corridor in the Valley. I believe that an alternative combining both of these advantages would have the highest ridership, and highest impact in terms of opening up new options to communities that currently are not well served by rail transit.
I-740	Website		91335- 1855	No		I lean towards the option of having an underground heavy rail transit option that stops @ UCLA. I'm aware there is a cost-benefit analysis that must balance the trip length, ridership numbers and the costs. I'm willing to compromise a longer trip length in order to save on costs, but prefer the trip to be no longer than 20 minutes (15 minutes would be ideal). I believe maximizing ridership should be the priority and therefore, it's essential the rail be a quick consistent underground trip without regular disruptions. If a 30 minute monorail ride (double the time and susceptible to climate conditions) is the alternative, I'd be less likely to consider the option.
I-741	Website		91335	No		A monorail will not adequately meet the requirements necessary for a project of this scale and would represent a monumental misstep. The only realistic choice should be a heavy rail line with stations easily accessible to UCLA. Stations should also provide easy connections to other transit lines and buses. Security must also be prioritized; there exists a truthful fear of transit due to the transient population. Pretending it does not exist and leaving the public to act as the law does Metro no favors.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-742	Website		90064	No		Please for the love of God do not do the monorail. It's stupid, and I know y'all know it. Don't bow to to the rich NIMBYs please. Tunnel under Sherman Oaks and let me get to the Valley using transit
I-743	Website		91607	No	12/7/2023 2:30	Heavy rail moves more people, faster. Same cars could be used with b-line and purple. Why use a slower, smaller incompatible system?
1-744	Website		91103	No	12/7/2023 2:56	We absolutely want Heavy Rail (Options 4, 5, or 6) and do not want a monorail (Options 1, 2, and 3). All the Heavy Rail options have higher ridership and are faster than the Monorail options. Monorail will limit future expansion of the line and not allow purchasing passenger cars that will be able to be used on other lines. Do not let the NIMBYs backing the monorail options destroy this opportunity for a heavy rail line that can serve our community best.
I-745	Website		90065	No	12/7/2023 3:31	Option 4 is most cost effective for much needed heavy rail. No monorail. No capitulating to wealthy NIMBYs.
EO-3	Website	North Westwood Neighborhood Council	90025	No	12/7/2023 3:55	I strongly believe, as an elected representative of North Westwood's residents, students, and businesses that the Sepulveda Transit Corridor should be heavy rail, and have a stop at UCLA. UCLA is one of the biggest driver of transit riders on the Westside, and a huge destination for tourists (and not to mention Olympians for the athletes village come 2028). Not having a stop at UCLA would rob the project of the vast majority of its utility, and waste what is a multibillion dollar national investment. The proposed bus bridge in the monorail option is unacceptable and significantly increases transit time.  Heavy rail must be picked due to increased capacity and feasibility relative to the monorail option. The monorail has decreased capacity, peak frequency, and would be harder to maintain relative to heavy rail due to its uniqueness. Cities that are serious
I-746	Website		91740	No	12/7/2023 3:56	about transit use heavy rail, not monorails.  Alternative 4 or 5 are the best choices subway lines are the answer for a heavy congested area of the supulveda pass. no monorail that is not the answer we the riders know what is best

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-747	Website		91506	No		A monorail would be a complete waste of money. Lower ridership, more maintenance. Option 4 or option 6 are the way to go. The NIMBYs in Brentwood will never know that the tunnel is under them. If you need to bury the rail on the valley side to keep the Sherman Oaks crowd happy then do it. Make sure there's a UCLA station. Having that station will alleviate a lot of congestion in Westwood, and will open up more housing options for UCLA students and staff.
I-748	Website		91401	No		I am looking forward to this project beginning. I own a house in the area and am a proponent of alternatives 4 and 6. Having a stop at UCLA would be very beneficial for the community and the quicker commute and extra ridership that comes with those alternatives make me believe this is our best option.
I-749	Website		91405- 4848	No		Next time there is a presentation it would be nice to see how each alternative would connect to transit going to the airport. Specifically a time breakdown like your slides on timing from Sylmar and Reseda. It would be nice to know if this route would make it easier to get to the new LAX people mover.
I-750	Website		90063	No		I oppose the Monorail and support heavy rail. No monorail. I will protest a monorail. I will call to oppose a monorail. I support option 5, but 6 is also good. Anything but monorail.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-751	Website		90008	No	12/7/2023 4:56	The project MUST absolutely be heavy rail, either Alternatives 4, 5, or 6.
						Alternatives 1, 2, and 3 were a joke from the very beginning. Cost estimates in their
						initial proposals were vague and very hand-wavy and included questionable station choices, cripplingly low capacity for what the Sepulveda Pass needs, lower transit
						speeds, and poor connections when the existing and potential future Metro system. It
						is shameful that the monorail proposals made it this far in the process in the first place.
						There is a damn good reason why "there aren't many monorail projects in the United States" in the first place!
						Besides the time and capacity advantages of heavy rail, it would ensure future compatibility & interoperability with the B/D lines and any future heavy rail lines or
						extensions, reducing long-term operating costs and avoiding having to have specialized maintenance on the only monorail line on the network. The plans for the underground
						stations for heavy rail also allow for possible future capacity expansion of the corridor
						itself, which is a value-add for future growthwhich will happenthat monorail cannot possibly deliver.
						Ultimately, Alternative 6 would be the best option for the current and future Los
						Angeles. If noise is that much of an issue, put everything underground.
						I understand that this is the most expensive option for now, but nobody today seems
						to complain about the high cost (and sometimes, oft-delayed) of many famous and well-regarded transit systems of the world. Doing it halfway now only to have to come
						back later to retool or upgrade is not doing a favor to the Los Angeles of the future.
						Alternative 4 or Alternative 5 would be completely acceptable to build, however, if
						cost concerns, and doing it right the first time, are both priorities.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-752	Website		90034	No		I am writing to express my support for the alternatives that use heavy rail, especially alternative 6. I am excited about all of the new progress Metro has been making with expanding transit, and I believe this new project will provide an amazing opportunity to connect more people through transit and bring LA closer to being a city known for its transit options. However, choosing any of the monorail options would be a massive waste of this opportunity. The monorail will be slower, will not be able to transport as many people, and in the longer term future will be much more difficult to comprehensively integrate into the larger LA transit network. Additionally, the ridership experience will be worse in the monorail alternatives as stops located along freeway medians are much less pleasant for riders than stops completely removed from car traffic. There is a reason that other cities around the world known for their transit networks use heavy rail and not monorails. If we want people to use public transit, we have to make the experience as easy and pleasant as possible and the heavy rail alternatives are best suited for this. I think alternative 6 is the best bet because of its 100% heavy rail plan.  Simply put, there are many more compelling reasons to go with the heavy rail alternatives, and the vast majority of public support is for these options. A very small vocal minority is in favor of the monorail, and many more Angelenos from a variety of communities would benefit from heavy rail. As a younger resident, I look forward to the possibility of using a heavy rail transit option to move through the Sepulveda Pass without a car for years to come. My number 1 priority for this project is for it to be heavy rail and not a monorail.  As for the other areas for public comment, I am all in favor of a UCLA stop on campus. I think this stop will be valuable for the future viability of this line and it is time for UCLA to become even more integrated into the greater rail transit network, especially with so many people c
I-753	Website		91354	No		Please choose Alternative 4 for a direct connection to UCLA and elevated stations in
			0005			the valley
I-754	Website		90291	No	12/7/2023 5:29	I am in favor of alternative 4, 5 and 6.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-755	Website		90063	No	· ·	Alternative 4 is the best.
						DO NOT BUILD A MONORAIL.
						This project needs to be a subway.
I-756	Website		90025	No	12/7/2023 5:59	Please choose heavy rail option 4. Los Angeles should be a world class city. Also the
						budget for non heavy rail are shady and likely low balling like every public measure.
I-757	Website		90210	No	12/7/2023 6:14	I support heavy rail
I-758	Website		91343	No	12/7/2023 6:48	I support options 4, 5, 6. I believe monorail is the worst option to tackle this issue.
I-759	Website		91405	No	12/7/2023 7:20	Alternative 6 please! Alternative 4 and 5 are also ok
I-760	Website		90029	No	12/7/2023 7:44	I support any of the rail options.
						Option 5 has the most users so that makes sense to me.
						Option 4's elevated track section seems like it'd have faster access compared to
						tunnels. I see the time estimates say its a little slower than 5, not sure why, but those
						are still acceptable times. I also like 4 because I like seeing what's gong on outside.
						Option 6 is OK but I feel like the valley has more potential to grow so a Sherman Way
						stop seems like a good idea for the future.
						I've enjoyed the Getty but a monorail stop there feels insulting. Just another handout
						to a billionaire who made his money off the car dependency and pollution we're trying
						to solve with this project. The Getty museum can crowdsource with the other oil
						fortunes and build its own monorail but I'm against public funds for it. And the
						monorail options are slower and have fewer riders.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-848	Email			No	12/7/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the Sepulveda
						Pass transit connection. Connecting more high-capacity transit infrastructure to the
						Metro system is one of the best investments we can make as LA moves into the future.
						Alternatives 4 and 5 have by far the most ridership and will allow for direct multimodal
						access to a number of stations vital to many folks in the San Fernando Valley and West
						LA. Any alternative which elects to use low-capacity, novelty transit modes such as
						alternatives 1-3, are mortgaging ridership and accessibility to placate a few folks who
						will never even use the transit system. Affordable, safe, effective, and low headway
						transit investments are what we need in order to bring folks into the public transit fold.
						In the long-term, alternatives 4 and 5 also offer the best opportunities to interconnect
						with and benefit from future transit investments, such as Metrolink's Score program.
						Connecting and adding capacity between the Antelope Valley line and other transit
						projects in the San Fernando valley are vital to connect growing population centers to
						the academic and business cores of LA. Lastly, the direct rail connection to UCLA noted
						in alternatives 4 and 5 are extremely important to the UCLA student body, and to
						facilitate access to our world class public university. Any alternative that uses indirect
						connections, such as a monorail with a shuttle bus, is going to dissuade thousands of
						people from using the service and further disenfranchise Angelenos without a car.
						Direct, heavy rail service is the only worthwhile investment for a route parallel to the
						405. Monorail systems are broadly unreliable, low-capacity carnival rides which in this
						case only serve to underperform the speed and reliability possible with a heavy rail
						connection. Anyone lobbying for a monorail connection is not doing so for its unique
						benefits (of which there are none), but rather are backing a project with verifiably
						lower ridership capacity and expectations. Alternatives 4 and 5 are the only real
						options, as 1-3 are gadgetbahn, problematic systems for the reasons listed above, and
						6 is pitching lower numbers of ridership for no beneficial reason. I thank you for your
						time and look forward to continuing to advocate for safe, effective, and dependable

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-842	Email		91506	No		I'm a resident in the city of Burbank and having a meaningful connection from the valley to the west side would be invaluable. After analyzing the project overview, it is obvious that the best alternatives to the project are 4 through 6, all of the ones with heavy rail. If this project considers the monorail, it would be out of shortsightedness or a willful disregard of the potential higher travel speeds and higher ridership numbers that heavy rail would bring to the area. The monorail cannot compete. This feels like a repeat of what Beverly Hills NIMBYs had for the Century City/Constellation station on the Purple line extension. Unfounded, unnecessary, and only delaying a transit project LA desperately needs. Please build the Sepulveda Pass with heavy rail.
I-847	Email			No		Subject: I support alternative 6. I'm a homeowner on the westside and I support alternative 6 of the sepulveda transit plan I also support the train being extended down centinela all the way to LAX
I-761	Website		91316	No		I think Alternatives 4 and 5 (Heavy Rail) are the best options for this project - the most efficient in terms of distance and time connecting the valley to West LA, and with good connection points to currently existing Metro lines. The monorail options are nowhere near as good. I hope that one of the heavy rail plans is chosen!

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
CO-17		UCLA Undergraduate Student Association Council Office of the Internal Vice President	90024	No		UCLA's Undergraduate Student Association (USAC) writes in ardent support for the construction of the Sepulveda Transit Corridor as a heavy rail line, dramatically transforming the mobility and accessibility of our campus. We support the three heavy rail alternatives (4-6) and reject all proposals for a monorail (alternatives 1-3). We feel that the benefits of heavy rail will be astronomical for students, faculty, and all who navigate the Los Angeles area. As the single most important rail investment in Los Angeles's history, ensuring that the Sepulveda Transit Corridor is designed for the stakeholders in our community is crucial.  The UCLA community should not be subjected to inhumane conditions when waiting for their transportation to arrive. The monorail would force individuals to wait on the sides of the 405 Freeway, one of the most congested roadways in the world. Unacceptable and inequitable levels of noise and air pollution pose serious health risks
						for our public transit riders.  Current information demonstrates the larger, systemic issues with the monorail proposals. Alternatives 1-3 are proposed to have an end-to-end travel time nearly doubling or tripling the heavy rail alternatives when traveling to the UCLA campus. The monorail's current proposals fail to connect well with the existing Metro system. Heavy rail's superior ride times and pleasant station environment create a dramatic boost to projected weekday ridership, especially at the UCLA campus.  We implore Metro to listen to the opinions of our campus and our wider community. The most elite and wealthy stakeholders should not have the ability to overpower the voices of the public. This rail line has the potential to fundamentally transform Los Angeles for future generations. We must fight for the future that works for Angelenos – and that future is heavy rail.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-763	Website	Annacion	90068	11000.011110110	12/7/2023 11:06	I'm begging metro to please make it easier to get to the west side. There are so many people who service, yes service, the wealthy people of the west side. Provide them with easier alternatives. The underrepresented and the people who need transportation to this area are begging for better solutions. The overrepresented areas of Sherman oaks, Encino, etc don't represent the hard working people of the heart of the valley. Transportation projects will have to go through those areas and it's time for them to stop the NIMBYism and get on board with helping service the people who work on their hands and knees everyday, to maintain their lifestyle.
I-764	Website		91406	No		We are very much against this project on Sepulveda Blvd.  I live very close to Sepulveda in a residential home. The extra activity and especially noise would be detrimental to my peace and enjoyment of my home.
I-765	Website		90404	No		Please do a heavy rail. It is much better for the thousands who will use it. Monorail has many issues. Number 4 is the best option.
I-766	Website		91343	No		I'm writing in support for alternative 4. Because of the large number of people who move through the corridor heavy rail is a better option than the monorail because of its high capacity. And having more of the route buried let's the trains move through their route faster increasing capacity even more.

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-767	Website	Amiliation	90025		12/7/2023 15:22	We should focus on moving the most people in the least time for locals to plan their lives around. That means we should definitely choose a heavy rail option because it maximizes travelers even if it is less convenient for one off visits to the getty.  These lines will define our transit for decades, so we should be willing to spend more money even if it requires extra taxes to do so to ensure we maximize travel, use heavy rail, and bury the lines where possible.  Alt 6 is best for me due to my proximity to the Bundy station, but I would support any of the heavy rail options and would prefer 6 more than 5 more than 4.
I-768	Website		91344	No	12/7/2023 15:26	Do not use monorail. Please stick with heavy rail option 4!
I-769	Website		91344	No		Heavy rail all the way. Prioritize speed and capacity! Look at all the major cities with robust public transportation. They all have heavy rail systems.  I live in the Valley and work in El Segundo. I commute to work via the Commuter Express Bus 574. Having heavy rail along the Sepulveda Pass will greatly alleviate traffic in that corridor and aid my own commute.
I-770	Website		90064	No		It's sad how other large metropolitans have a very well developed heavy rail system. It's also sad how the previous generation keeps failing the current generation. We need to rectify and make sure we start planning for future generations. Heavy rail all the way.
I-771	Website		91423	No	12/7/2023 15:54	I truly believe we need to consider the heavy rail options. Any of the proposed plans between 4 and 6 would serve the Valley with efficient, large scale, convenient public transport. Why would we build a monorail for this project when every other part of town is reachable by heavy rail? What makes this any different? If spending is a factor, this should be considered an investment rather than a "cost". Investing in heavy rail will prove to be more efficient and better serve our communities in the long term. Heavy rail all the way!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-772	Website		91403	No		Hard rail via tunnel is the literal only way to do this. Please don't spend any money on that waste of time and money monorail and do it right the first time.
I-774	Website		90230	No		I am in favor of a monorail which will run over the 405 freeway. The residents of communities such as bel air will tie this project up in the courts for years. It will add millions to the cost. I would like to see the remainder of the route (where it deviates off the 405) be built underground.
I-773	Website		91304	No		Please consider heavy rail (Options 4-6) to best serve the community by providing faster commutes for higher volumes of people.
I-775	Website		90042	No	1 ' '	Please don't select a monorail. It does not transport the number of other people as the other options.
I-776	Website		92612	No	12/7/2023 16:35	Please yes options 4, 5, or 6 with heavy rail. No to options 1, 2, and 3 with monorail.

Submission Code	Method	Organization/	71D	Attachment	Date Submitted	Submission Tayt
Submission Code	<b>Method</b> Website	Affiliation	<b>ZIP</b> 90039	<b>Attachment</b> No		Submission Text  To the development team at LA Metro,  Your focus should be on moving as many people across this large region as efficiently and as quickly as possible. Los Angeles is the usually the butt of the joke when it comes to transit development internationally and even within our own country. If any headway is going to be made in trying to fix that though, we need to truly construct comprehensive transit. For this project, this means adopting the underground, heavy rail alternatives (primarily alternatives 4 and 5). You know that it carries more people, moves faster, and is going to be more impactful in actually reducing congestion (unsurprisingly, the highway widening project on the 405 didn't work). Please don't let
						the NIMBYism in Sherman Oaks and Bel-Air destroy or downscope this project. This project isn't for them. It's for working-class people who use this corridor everyday. By Metro's own data, the bulk of its riders are low-income households. Don't let frivolous lawsuits under the guise of 'insufficient environmental studies' derail this project. And don't let Ben Sherman bully your staff and push his own agenda towards a monorail option. This city and region isn't theirs. You can't benefit from urbanism and also try to cut yourself off from it. You built the red and purple lines. Do it again. Thank you
I-778	Website		90025	No		Subway, subway, subway! Build for the community. Build for the future. Don't let rich bozos that have never used public transportation in their life dictate how this gets built. Build Alt 4, 5, or 6!!!!!
I-779	Website		90277	No	12/7/2023 17:34	Pick ALT 4, no to monorails!
I-780	Website		91754	No		UCLA alumnus with family in the San Fernando Valley - strongly in favor of the heavy rail alternatives, especially alternative 4. The monorail alternatives lack an attractive UCLA connection, which must be a tier 1 priority for this project.

Cubmission Code	Method	Organization/	710	Attachmant	Data Cubusitta d	Culturalization Total
Submission Code		Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-781	Website		91326	No		I strongly favor Alternative 4.  I favor any of the heavy rail options being proposed, and strongly oppose to the use of monorail in the Sepulveda Transit Corridor Project.
						Monorail will fail to provide the capacity needed to be a viable alternative to the 405
1.702	NAZ - In altra		04.404	NI -	42/7/2022 40 20	freeway.
I-782	Website		91401		12///2023 18:28	Voicing my support for a heavy rail option, especially 6, which would probably greatly revitalize the van nuys corridor.
I-783	Website		91607	No	12/7/2023 18:35	I am heavily in favor of any of the heavy rail options (numbers 4, 5, or 6) and VERY HEAVILY against options 1, 2, and 3. Monorail is much slower, carries much fewer people, and is far more costly to maintain (resulting in the project being a far more expensive investment over time). The only people who are lobbying for a monorail are either the ultra-wealthy residents who will never use it in the first place, or those whose pockets are lined by the companies that would be building the monorail.
I-784	Website		90401	No		I am strongly in favor of the heavy rail options (4-6). Los Angeles is the second largest city in the US and deserves to have a world class subway system. A heavy rail subway will be faster, carry more people, integrate better with the rest of the metro system, and offer a stop on the UCLA campus (a huge commuter destination). The monorail options are inferior in every way.
I-786	Website		90045	No		Big fan of option 4, heavy rail. Monorail will not serve the basin well long term, won't be as quick, and won't be as safe!
I-788	Website		90034	No	12/7/2023 19:09	Don't screw this up, build it right the first time with the HEAVY RAIL option. You need something that will transport passengers FAST if you want any sort of adoption!
CO-18	Website		90024	No	12/7/2023 19:13	Holmby Westwood Property Owners Association, adjacent to UCLA, representing 1100 single family homes supports a stop on the UCLA campus. No transfer required.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-793	Website		90291	No		I strongly oppose the monorail option. I believe it has only been proposed to make the project inadequate and unappealing, and to generally undermine the growth of public transit in the region. This major corridor needs heavy rail, and any planning expert will tell you it is the best option. I would specifically prefer option #4, but any heavy rail option is better than any monorail option.
I-794	Website		90064	No		HEAVY RAIL IS THE ONLY OPTION. Please do not give into the Bel Air people shouting about monorails. Please consider everyone else who lives along this corridor and is asking for heavy rail, for real transit that will actually help us get places and reduce congestion. It's also imperative that the line runs through UCLA. Otherwise why even build it?? I say this as someone who does not work or go to school at UCLA, just a neighbor. I do live near the Expo/Sepulveda E line station and I would love it to connect there, but I honestly don't care so long as it's HEAVY RAIL. I currently take Metro as often as I can, but certainly not as often as I'd like. A heavy rail line would transform my transit habits and those of so many others. Thank you.
I-795	Website		91335	No	12/7/2023 19:20	I support and prefer Alternative 4
I-796	Website		90404	No		I believe that one of Alternatives 4, 5, and 6 offers the best option for this project. My personal preference is for Alternative 6 which gives a station west of the 405 and would encourage my (and my friends) desire to ride the line to Sawtelle via the E line. However, given the ridership estimates I acknowledge alternatives 4 or 5 would potentially lead to greater ridership. All of alternatives 4, 5, and 6 offer shorter transit times than alternatives 1, 2, and 3 and offer better integration with existing modes of rail transit (D and E lines). I believe decreasing travel times and ease of use are biggest factor in encouraging more people to take rail transit options so those considerations should be prioritized.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-797	Website		91356	No		I used to take the bus from the Valley to the Getty Center, where I work, but since the pandemic, I have been driving my car. Bus service was not that reliable before, but it has since gotten worse with many bus lines eliminated and the number of buses decreased. A reliable, faster alternative has long been needed and I am excited for any option that will provide an alternative to driving through the Sepulveda pass. Since I work at the Getty I am a bit biased in favoring a stop at the Getty, but since there are a lot of staff working at the site, and thousands of visitors, I think it makes sense to have a stop there.
I-798	Website		90066	No	12/7/2023 19:40	Overall life wellbeing would benefit from having a railway from the valley and the 405!
I-799	Website		91301	No		I think heavy rail is the only option. As the city continues to grow we must have transit options that can remove as many cars as possible and grow with the cities needs.
I-800	Website		90066	No		I want Sepulveda Transit Corridor Alternative 4 (Heavy Rail). I know its one of the more expensive plans, but it is always better to build a really great transit system that is used by everyone vs something that is cheap, looks cheap, and ends up being even more expensive because it uses custom parts and is not expandable with the growth of the city. Just look around the world at the ratio of heavy rail transit vs monorail. Heavy rail is always the way to go. And Alternative 4 route also provides great service without impeding local traffic, as it is built over or under local streets. Please, please, PLEASE CHOOSE ALTERNATIVE 4 (HEAVY RAIL)!!!!!

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-801	Website		90042	No		I continue to be dismayed that any Monorail options are still being considered after what we know about the advantages of heavy rail. Every single day I suffer on a Metro line that was compromised by design from the beginning: the Expo line (now A line.) Every single day I sit on a packed train as it crawls through city traffic and waits at red lights from about Crenshaw to Pico. This inferior experience will be inflicted on Metro passengers for the rest of our lives because the project planners lacked the vision and resources to build the system correctly and grade separate it. Let's not make these kind of mistakes again. Don't bow to the will of ignorant (or malicious) voices who want the inferior monorail. Build the heavy rail option. The vocal opposition to heavy rail would never use either option, statistically speaking, (and likely by their own admission.) Because of this, one must assume that they are pushing monorail options for the express purpose of sabotaging the project. Let us not harm the entire city forever by bowing to the will of a vocal minority that has no intention of using this project. Have the vision and courage to build it right the first time. Why do you continue to ask for for input when the answer is so obvious? Build the heavy rail option!
I-802	Website		90027	No		The monorail options should be thrown out. They are less effective, move fewer people and are very limited in capabilities. In addition, there are no other monorail options in Los Angeles, which increases costs for maintenance for the system by adding a complete additional set of parts and everything else that goes with adding a different style of system to the infrastructure.  Only options that use existing parts of infrastructure in Los Angeles should be considered and construction on the project should start immediately.

		Organization/			 
I-803	<b>Method</b> Website	Affiliation	90024	Attachment No	Living on the west side for the last year and a half and having lived in the valley for several years prior I know how important that corridor is. Just yesterday it took me an hour to get from Westwood to Encino during rush hour a drive that was 15 minutes on my way home. Before I had a car, I would make the commute from the valley to the west side by bus and it would take me upwards of three hours. I found it ridiculous that there was no rapid transit between the two areas and how all public transit is centralized around downtown when so many commuters go from the valley to the west side. I see this as the largest, most prominent gap in the LA public transit system.
I-804	Website		91423	No	There is too much traffic in my community. I live in Sherman Oaks, south of the blvd, several blocks up Woodman Ave on Woodman Canyon. I've lived here since 1980 so I've seen it grow. We had a quiet neighborhood, good for kids. Now we have to watch when we step outside our driveway because of the dangerous traffic. For this reason alone, I oppose any railway above or along the 405 in my neighborhood. It will ruin our quiet neighborhood and turn it into Brooklyn NY. I'm not sure about the other alternatives but I'm looking into them.
I-805	Website		90045	No	Westchester is a lively community, with residents who walk, cycle and play throughout the neighborhood. Proximity to LAX has always generated high traffic on major thoroughfares, which has noticeably increased with the recent construction in the neighborhood. GPS navigation has directed increased travel on the residential streets and significantly increased traffic, noise and danger on these streets for residents. Radically increasing density, especially without providing parking, will essentially ruin this community and INCREASE TRAVEL TIME IN AND OUT OF LAX and impact the 405 freeway.
I-806	Website		91601	No	Yes 100% do it, we need more public transportation in LA and the 405 is a nightmare. Help LA get to the 20th century. I also hope we can go to the 21st century someday and get some bullet trains to SD, SF and Las Vegas! We are behind Asia and Europe by a lot.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
	Website	North Westwood Neighborhood Council		Merged Document	12/7/2023 22:59	I have copied this text from my attached document for visibility. Please refer to the attached for images and elaboration.  I have three main topics I want to comment on:  1. Overall, Alternative 4 is the superior choice based on ridership, cost, and capacity. More generally, heavy rail Alternatives 4, 5, and 6 are superior to Alts 1,2,3, and monorail should not be chosen under any circumstance for this crucial project. Furthermore, a lack of UCLA station should be a non-starter, ruling out Alts 1 & 2 entirely.  2. Additionally, alternative 6 should be studied as an automated metro similar to 4 and 5. If not automated, the cost of more drivers and driver staffing difficulties makes high frequency and all day service difficult, but automation will relieve some of this burden. All modern lines should be designed to facilitate automation with platform screen doors, even if they will not operate that way immediately upon opening.  3. Lastly, all alternatives Santa Monica Blvd and Expo stations poorly serve Sawtelle Japantown, a mixed use area and one of the most common destinations for UCLA students and all of the Westside. All Alternatives include walking distances >1 km to main Sawtelle destinations, and Alts 1-5 are particularly egregious because crossing the 405 at Santa Monica Blvd, Pico, or Olympic is extremely uncomfortable and dangerous (Figure 1). Without exaggeration, the routes are a pedestrian hellscape (Figure 2-5), and I do not see how FLM improvements could possibly adequately address it. This would discourage UCLA students and D Line riders from using transit to reach Sawtelle, many of whom would instead drive or rideshare. Our freeways have isolated communities for decades, and the current alignments exacerbate this isolation by keeping all stations south of Wilshire on one side of the 405. Providing comfortable transit access to Sawtelle is an opportunity to correct our past mistakes and reconnect our city. This could be done through altered station placement, and/or additional station entrances w

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-807	Website		91711			Please just build heavy rail to UCLA. This line is too much of a backbone to the valley for it to not be built as heavy rail. A monorail would cost more money (since BYD is lying) for less ridership and likely would not be able to built through the 405 as Bel Air claims due to CalTrans. Even if it could be, it would still be better to build heavy rail as it is significantly higher capacity once scaled than a monorail anyway.
I-808	Website		91436	No		The monorail alternatives should be scrapped. My preferred alternatives are #4 and #5 since they offer the highest ridership, least duplication of planned routes, and a less expensive future opportunity to extend to Burbank Airport.
1-809	Website		90025	No	12/7/2023 23:16	Absolutely needed
I-810	Website		90046	No		I'm writing to express my strong opposition to the monorail. Are we serious. What kind of joke is that. A monorail in 2024??? Anyone with non-biased opinions on the Sepulveda corridor knows we must go with the heavy rail option, and I believe alternatives 5 or 6 would be the best option for what will be a -crucial- link in Metro's rail network for LA.
I-811	Website		90020	No		Heavy rail only! No monorail whatsoever! Total waste of money, show me one good monorail anywhere.
I-812	Website		91106	No	12/8/2023 0:46	I believe that one of Alternatives 4, 5, and 6 offers the best option for this project. My personal preference is for Alternative 6 which gives a station west of the 405 and would encourage my (and my friends) desire to ride the line to Sawtelle via the E line. However, given the ridership estimates I acknowledge alternatives 4 or 5 would potentially lead to greater ridership. All of alternatives 4, 5, and 6 offer shorter transit times than alternatives 1, 2, and 3 and offer better integration with existing modes of rail transit (D and E lines). I believe decreasing travel times and ease of use are biggest factor in encouraging more people to take rail transit options so those considerations should be prioritized.

Submission Text
community member regarding metro trains as a useful it unbiased by financial incentive or NIMBY activism. This is get correct. That means build a system that can oughput, use existing technology that has been proven worldwide. I'm referring to options 4, 5, and 6 with heavy exight things today and LA will be a better city for it. The 3 regatives, including but not limited to: hidden costs not all (expanding capacity at stations and on cars would be all (expanding capacity at stations and on cars would be all (expanding capacity at stations and on cars would be all (expanding capacity at stations and on cars would be all (expanding capacity at stations and training, and the monorail go where people want to go (the Getty is not a useful be reasonably connected by a train). Additionally, a great expanded or connected to the greater transit network.  It is a simple to the greater transit network of the same priorities, alternative and the priorities, alternative and training pood connectivity, and balances transit-first are alternatives meet these requirements well and are great transit network.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-815	Website		91401	No		To say that confidence in the City, County, or State's ability to perform any large scale infrastructure project is low at this point would be an understatement. In fact, the State recently acquiesced to Private Industry with regards to the Bullet Train between the Inland Empire and Las Vegas, and ye, we have zero accountability regarding the BILLIONS of taxpayer dollars that disappeared into thin air for that leg and other legs of the project left to ruin and abandon. To think that this will turn out any differently, with much more dire consequences considering the project's location, would be foolish at best and insane at most accurate.  This all goes without stating the obvious fact that due to Social Policies, literally no one except for the exploding homeless population and people who want to be stabbed dare find themselves isolated in a train car anywhere near Los Angeles County.  This of course eludes to the misguided notion that elected officials in this part of the country seem to think themselves Social Engineers, which they are not, nor are they expected to be and literally no one appreciates the results of their Social Experimentation ranging from Road Diets to Red Curb Policies to Bike Lane Expansions.  Pandering to the smallest denominator will eventually have consequences and this soon to be labeled BoonDoggle will prove no different.
I-816	Website		91324	No		I'm happy with any of the heavy rail alternatives especially #5. Monorail passenger capacity simply won't cut it long term. We should make our best efforts to build something that will serve the community at large and not cut corners that may hinder the efficiency of future public transportation projects.
I-817	Website		90019	No	12/8/2023 A·13	Option 4 nd heavyrail. No to monorail.
I-818	Website		91403			I support options 5, 4, and 6, in that order. I do not support the other options.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-819	<b>Method</b> Website	Affiliation	<b>21P</b> 90007		12/8/2023 5:21	As someone who has lived in Los Angeles his whole life, learned to use public transit from an early age and relied on it through much of his life, and is a UCLA alumni, I hope I can garner some credibility in my opinion on what should be done for the Sepulveda transit corridor.  I vote we select alternative 4, but really the most important choice is that we decide on heavy rail over monorail. There are so many reasons to have a traditional heavy rail line over a monorail that I'm sure you've heard many times, but I will focus on a few that I feel personal about.  First off, a heavy rail station right in the heart of the UCLA campus would be one of if not THE best placed location for a station. I cannot stress enough how often I feel like many of our rail stations are placed just far enough away from certain destinations to be inconvenient. Our red line station at Studio City is just far enough away from
						Universal studios to require a shuttle, our station at Pico is still a walk, albeit a short one, away from the convention center and Staples Center, etc. Having a station as close as possible to the destination of most people, in this case the dormitories, arenas, research facilities, classrooms, clubs, etc, is extremely valuable and makes people consider the train as a valuable or even FIRST option. The monorail options do not offer that experience or value, with the exception of alternative 3 which most people seem to be against and is way too expensive for its projected capacity  Another issue is the location of monorail stations in the 405 median. As someone who has taken the green line and Silver line a handful of times, the fact that we are considering an option that would subject more people to the borderline deafening sounds and polluted air of freeways is shameful. People choosing transit over driving should not be subjected to such hostile environments, and it's beyond absurd that we
I-820	Website		90230	No	12/8/2023 6:14	the monorail options are bad, please only select the heavy rail options

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-821	Website		91325	No	12/8/2023 6:15	The only way to actually get Angelenos out of their cars is to provide an alternative
						they can see transporting people faster then they advance in their cars. I love the
						monorail idea for this very reason just as I love the electric train going down the middle
						of the 210 freeway.
						Amtrak along the 101 in Ventura and Santa Barbara is also another visual que to leave
						the car at home.
CO-19	Website	San Fernando Valley	91062	Merged Document	12/8/2023 6:43	On behalf of the San Fernando Valley Young Democrats, please see our attached letter
		Young Democrats				of support for Alternatives 4 through 6 of the Sepulveda Transit Corridor Project.
						Thank you for the opportunity to comment.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-841	Email			No	12/8/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
						the only worthwhile investment for a route parallel to the 405. Monorail systems are
						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-844	Email			No	12/8/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will allow for direct multimodal access to a number of stations vital to many folks in the
						·
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
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						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
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						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-845	Email			No	12/8/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. Connecting more high-capacity transit
						infrastructure to the Metro system is one of the best investments we can make as LA
						moves into the future. Alternatives 4 and 5 have by far the most ridership and will
						allow for direct multimodal access to a number of stations vital to many folks in the
						San Fernando Valley and West LA. Any alternative which elects to use low-capacity,
						novelty transit modes such as alternatives 1-3, are mortgaging ridership and
						accessibility to placate a few folks who will never even use the transit system.
						Affordable, safe, effective, and low headway transit investments are what we need in
						order to bring folks into the public transit fold. In the long-term, alternatives 4 and 5
						also offer the best opportunities to interconnect with and benefit from future transit
						investments, such as Metrolink's Score program. Connecting and adding capacity
						between the Antelope Valley line and other transit projects in the San Fernando valley
						are vital to connect growing population centers to the academic and business cores of
						LA. Lastly, the direct rail connection to UCLA noted in alternatives 4 and 5 are
						extremely important to the UCLA student body, and to facilitate access to our world
						class public university. Any alternative that uses indirect connections, such as a
						monorail with a shuttle bus, is going to dissuade thousands of people from using the
						service and further disenfranchise Angelenos without a car. Direct, heavy rail service is
						the only worthwhile investment for a route parallel to the 405. Monorail systems are
						broadly unreliable, low-capacity carnival rides which in this case only serve to
						underperform the speed and reliability possible with a heavy rail connection. Anyone
						lobbying for a monorail connection is not doing so for its unique benefits (of which
						there are none), but rather are backing a project with verifiably lower ridership
						capacity and expectations. Alternatives 4 and 5 are the only real options, as 1-3 are
						gadgetbahn, problematic systems for the reasons listed above, and 6 is pitching lower
						numbers of ridership for no beneficial reason. I thank you for your time and look

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-846	Email			No	12/8/2023 8:00	Hello LA Metro, I am writing to you in support of alternatives 4 and 5 for the
						Sepulveda Pass transit connection. I ride public transit to work nearly on a daily basis,
						so this is a topic that concerns not only me, but the countless other working-class
						people that live in LA County. Connecting more high-capacity transit infrastructure to
						the Metro system is one of the best investments we can make as LA moves into the
						future. Alternatives 4 and 5 have by far the most ridership and will allow for direct
						multimodal access to a number of stations vital to many folks in the San Fernando
						Valley and West LA. Any alternative which elects to use low-capacity, novelty transit
						modes such as alternatives 1-3, are mortgaging ridership and accessibility to placate a
						few folks who will never even use the transit system. Affordable, safe, effective, and
						low headway transit investments are what we need in order to bring folks into the
						public transit fold. In the long-term, alternatives 4 and 5 also offer the best
						opportunities to interconnect with and benefit from future transit investments, such as
						Metrolink's Score program. Connecting and adding capacity between the Antelope
						Valley line and other transit projects in the San Fernando valley are vital to connect
						growing population centers to the academic and business cores of LA. Lastly, the
						direct rail connection to UCLA noted in alternatives 4 and 5 are extremely important to
						the UCLA student body, and to facilitate access to our world class public university. Any
						alternative that uses indirect connections, such as a monorail with a shuttle bus, is
						going to dissuade thousands of people from using the service and further
						disenfranchise Angelenos without a car. Direct, heavy rail service is the only
						worthwhile investment for a route parallel to the 405. Monorail systems are broadly
						unreliable, low-capacity carnival rides which in this case only serve to underperform
						the speed and reliability possible with a heavy rail connection. Anyone lobbying for a
						monorail connection is not doing so for its unique benefits (of which there are none),
						but rather are backing a project with verifiably lower ridership capacity and
						expectations. Alternatives 4 and 5 are the only real options, as 1-3 are convoluted,

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-849	Email			No		Hello, I am writing in support of the heavy rail alternatives for the Sepulveda Transit Corridor. I urge Metro to build a heavy rail alternative with a stop at UCLA, and which could eventually connect Valley residents directly to LAX. I believe any support for monorail or alternatives that do not stop at UCLA is given in bad faith. Los Angeles taxpayers, workers, and students deserve world-class transit that gets us to and from everywhere we need to go as quickly and safely as possible. Transit riders deserve to be given priority. I hope Metro will seek all possible funding, including pursuing grants from the Federal government, to build this Metro line as quickly as possible and even speed up the project timeline. I want to see this train built to a world-class standard, with trains that run every 2-3 minutes and carry as many daily passengers as quickly as possible. I'm also urging Metro to please build this line in coordination with other truly multi-modal transit upgrades throughout the San Fernando Valley. For example, in conjunction with the Sepulveda rail project, I also hope they will extend the newly built peak-hour bus-only lanes along Sepulveda to go down all of Ventura Boulevard and connect riders from all over the Valley directly to the Metro Line. Please also upgrade current (peak-hour) bus-only lanes to full BRT, with stops that seamlessly connect transit riders from buses to trains and back. I also hope to see truly pedestrian-friendly streets, protected Class I and IV bike lanes, and lots of bike parking (including for cargo bikes) included as part of this final project, and nice, big train cars that can support riders bringing on bikes, strollers, scooters, and wheelchairs. Please do not listen to bad-faith residents who might have the time, money, and lawyers to try and fight the heavy rail project our region deserves. I'm begging you not to let vocal naysayers who do not support transit overwhelm the project or subvert plans that will benefit the greatest number of Angelenos, many of whom ar

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-850	Email			No		Monorail - Beauty & Functionality for Los Angeles We've the chance to infuse a unique blend of style and functionality into our cityscape with a monorail. Its sleek and elevated design does not impede our beautiful views, but rather adds an aesthetic appeal, fitting perfectly with LA's architectural identity. This modern and reliable system would only enhance our city's already remarkable charm, while also providing a critical solution to our transportation woes. Best regards,
I-851	Email			No		In Support of the Monorail: Retaining LA Ridership Loss of ridership and overshot budgets are issues plaguing our city's subway. The monorail, particularly when you consider Disney World's remarkable success with the model, has established itself as an effective method of retaining and attracting riders. Our city stands to benefit greatly from such a reliable system, ensuring that our public investment in transportation pays off while serving our community well. With hope,
I-852	Email			No		LA Needs a Safer Transportation Solution: Choose Monorail The declining subway ridership in Los Angeles can be partly attributed to rising crime rates and lack of safety. Choosing a monorail system will alleviate these concerns by creating a safer, more visible transportation alternative. Monorails provide the same connectivity benefits as subways, with the added bonus of being less vulnerable to crime due to their elevated nature. Sincerely,
I-853	Email			No		Monorail: A Future-proof Investment for LA Imagine a Los Angeles where the public transport system embodies the essence of our progressive city. The monorail system, compared to our heavy rail and subway, is not only practical, but it's environmental, financial, and futuristic advantages make it an attractive proposition. As we build the legacy of our city, the monorail aligns perfectly with our ethos, so let's champion it and make it our choice for tomorrow! With sincerity,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-854	Email			No	• •	Reassessing Transit: Monorail vs. Failing Heavy Rail LA's: heavy rail systems were promised to carry 300,000 passengers a day, but the reality is they only carry 71,000. Could a change in focus towards something as user-friendly and effective as a monorail system likely increase ridership and help our city reach its public transit goals? Subway would be the biggest boondoggle in history. Kind regards,
I-855	Email			No		<b>Time for Change in LA – no more subway I</b> n LA, we were promised a heavy rail system that would serve 300,000 daily passengers, but 71,000 is all we've got. It's clear there's an urgent need for reassessment. As a longtime resident and advocate for public transportation in Los Angeles, I believe a monorail system, already successful elsewhere, could be the answer to our problems. Best wishes,
I-856	Email			No		Eyeing a Better Future - Time for Change in LA's Subway LA had high hopes of a subway system that would ferry 300,000 citizens every day. Instead, we are left with a system that serves less than a quarter of that. The disparity is glaring. As a concerned Angeleno, I've done some research and the success of monorails in other cities leads me to believe it would be a viable alternative for us. It's time to take this seriously. Sincerely,
I-857	Email			No		It's High Time for a Monorail in LA! As a passionate constituent and daily commuter in our city, I've observed and experienced the shortcomings of LA's subway system. It is painfully obvious that it's not meeting the promised ridership numbers. This prompts me to believe we need a new strategy. Why not the monorail? It has been efficient and successful elsewhere. It can undoubtedly help LA meet our public transit goals. Yours truly,
I-858	Email			No		Reimagining Public Transit: Monorail Over Subways From a projected 300,000 to a measly 71,000 daily riders, LA subways are underperforming. Might it be time to rethink our public transit system? A monorail system is a cost-effective and efficient alternative that can handle high passenger volumes. Best regards,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-859	Email			No	12/8/2023 8:00	Unfulfilled Promises: It's Time for a Change The stark difference in projected and actual subway ridership numbers in LA suggests that it's time for a change. With the goal of better serving Los Angeles' transportation needs, I propose we consider the benefits of a monorail system. Respectfully,
I-860	Email			No	1	Facing the Reality: LA's Subway System Underperforms Los Angeles' subway system is only carrying less than a quarter of originally projected ridership. We need to face reality and consider other options. A switch to a monorail system could just be the solution we need to improve transit in our city.
I-861	Email			No		LA's Subway: A Billion-Dollar Mile for 71,000 Riders? The LA subway, at an astonishing cost of one billion dollars per mile to build, is struggling to support just 71,000 riders per day, a far cry from the projected 300,000. With the unending debate on rising costs, it's time to consider alternatives. The monorail, with its user-friendly and efficient model, could prove to be a promising and less capital-intensive solution. Best regards,
I-862	Email			No		Time to Redirect our Funds from Subways to Monorails Spending a billion dollars per mile on a subway that doesn't deliver on its ridership promises seems quite unreasonable when there're cost-effective alternatives. LA's subway system, with a daily ridership of just 71,000 as opposed to the projected 300,000, seems to be an enormous financial drain. The future further magnifies these costs. It's time for a shift – let's consider the monorail. Sincerely,
I-863	Email			No		A Billion-Dollar Affair with LA Subway: Time for a Rethink? The stark reality of LA's subway system — a billion dollars for a mile, 71,000 daily riders instead of promised 300,000 — is surely an eye-opener. Imagine the escalated costs a decade down the line. As a concerned citizen, I believe it's time we reconsider investing in effective alternatives, like the monorail, which could provide us with a sustainable solution. Yours truly,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-864	Email			No		Trading Subways for Monorails As the subway system continues to fall significantly short of its projected 300,000 daily users, it is clear that a different solution for LA's transport woes is required. Could the monorail be the much-needed alternative that catalyzes ridership growth? Yours sincerely,
I-865	Email			No		Reevaluating LA's Transit: Monorail vs. Underperforming Heavy Rail What was meant to be a robust heavy rail system accommodating 300,000 passengers daily in LA has, distressingly, dwindled to a mere 71,000. The enormous discrepancy has me wondering if a shift to a more user-friendly and effective system like the monorail could help enhance ridership, thereby fulfilling our city's public transport aspirations. It's high time we actively explored such alternatives.
I-866	Email			No		The High Cost of Failure: LA's Subway System Our subway was projected to buzz with 300,000 passengers a day. The reality is deeply concerning - mere 71,000. Keeping transit riders below ground is not only inconvenient but also costly. As someone who cares deeply about our city's future, I firmly believe we should reassess our options - perhaps the monorail is the solution we need. Best regards,
I-867	Email			No		LA's Unfulfilled Subway Promise: A Case for the Monorail Our city's subway saga is one of disappointment – the promised potential of 300,000 daily riders has barely breaches the 71,000 mark today. Add to this the substantial expenses we bear for maintaining an underutilized subway, as well as keeping our citizens out of sight, underground. It's time to reevaluate and consider superior alternatives like the monorail. Best regards,
I-868	Email			No		Monorail: A Potential Solution for LA's Struggling Subway The reality of LA's subway system brings sorrow, far from the bustling hub of 300,000 daily riders we were promised. We're stalling at less than a quarter of that. With failing promises come rising costs. Our subway no longer seems sustainable. Monorails, with their proven effectiveness elsewhere, could be the path forward. Yours sincerely,

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-869	Email			No		A Monorail for LA: Redefining Our Subway System LA's subway system, far from the promised 300,000 daily riders, currently accommodates a mere 71,000. Add to that, the high costs of upkeep and the inconvenience of having rider traffic underground. It's time for change. From success stories around the globe, the monorail has proven its utility. Maybe it's time we took a leaf out of their book. Sincerely,
I-870	Email			No		Monorail Over Underperforming Subway!! The numbers speak volumes, and the fact that LA's subway system carries far fewer passengers than promised indicates the need for new strategies. Could the monorail, an efficient and well-proven system, help us achieve the commuting goals we have for the city? Yours truly,
I-871	Email			No		Reimagining Public Transit: Monorail Over Subways From a projected 300,000 to a measly 70,000 daily riders, LA subways are underperforming. Might it be time to rethink our public transit system? A monorail system is a cost-effective and efficient alternative that can handle high passenger volumes. Best regards,
I-872	Email			No		Unfulfilled Promises: It's Time for a Change – we want Monorail! The stark difference in projected and actual subway ridership numbers in LA suggests that it's time for a change. With the goal of better serving Los Angeles' transportation needs, I propose we consider the benefits of a monorail system. Respectfully,
I-873	Email			No		Facing the Reality: LA's Subway System Underperforms Los Angeles' subway system is only carrying less than a quarter of originally projected ridership. We need to face reality and consider other options. A switch to a monorail system could just be the solution we need to improve transit in our city.
I-874	Email			No		We need Skyrail! As the subway system continues to fall significantly short of its projected 300,000 daily users, it is clear that a different solution for LA's transport woes is required. Could the monorail be the much-needed alternative that catalyzes ridership growth? Yours sincerely,

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-875	Email			No	• •	The Future is Above: Monorail Advantages I write to you today to voice my support for building a monorail system in Los Angeles, as opposed to focusing on heavy rail or subway projects. The monorail is a time-tested mode of transportation with significant advantages in terms of affordability, speed of construction, and energy efficiency. Additionally, the ridership figures of Disney World's monorail system demonstrate the potential for success.
I-876	Email			No		Subject: Monorail: A Faster Way to Build LA's Future I want to express my support for developing a monorail system in place of the proposed subway. Monorail construction is less intrusive, faster, and has a lower impact on the environment compared to tunneling for heavy rail or subways. As the need for efficient public transit is urgent, it's time to choose the faster solution that will be up and running sooner. Best regards,
I-877	Email			No		Support the Monorail: Lower Costs for LA Taxpayers The Sepulveda Pass Subway would be a massive financial burden on taxpayers compared to a monorail system. With monorail construction being more cost-effective, it's only logical to reconsider heavy rail and subway plans, which will cause significant issues with federal funding ratios. A monorail system would benefit Los Angeles in both the short and long-term without compromising on quality or safety.
I-878	Email			No	12/8/2023 8:00	Monorail: Connecting Angelenos Without Disruption One of the biggest advantages of monorail systems is their ability to integrate seamlessly with existing infrastructure, reducing the impact on local traffic and communities. In contrast, the proposed subway under the Sepulveda Pass would cause significant disruption to residents and businesses. For a smoother route to improved connectivity, let's choose the monorail. Warm regards,

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-879	Email			No	12/8/2023 8:00	Monorail: Combining Capacity and Efficiency The monorail system boasts a high carrying capacity in addition to its energy efficiency. With this system, we can support Los Angeles' growing population and commuting demands while reducing the environmental impact of transportation. Choosing the monorail instead of heavy rail or subways is a sustainable choice for our city's future. All the best,
I-880	Email			No		Time for a Change: Evaluating LA's Subpar Subway Performance We were promised a subway system that would service 300,000 passengers a day. Far from it, we've seen a daily ridership of only 71,000. Not only are we failing to meet the expectations, but we're also spending heavily on an underperforming system. This points to a serious need for reassessment. The monorail system, with its proven efficiencies, could be the answer we've been searching for.
I-881	Email			No	12/8/2023 8:00	Monorail - A Proven Solution for Los Angeles Disney World's monorail showcases the significant ridership potential of monorail transportation. By choosing a transportation mode with proven success, we can increase public confidence in a new Los Angeles transit system, enticing more commuters to take advantage of its benefits and ultimately improving traffic conditions and air quality in our city.
I-822	Website		91731	No		It is critical that the project serve the main UCLA campus with high frequency, high capacity service. To study either would waste taxpayer money. Other stations should also be situated in locations that support TOD and healthy neighborhoods (e.g., NOT next or within major highways where exposure to air and noise pollution is greatest). Stations should focus on including HOUSING for PEOPLE not CARS. The new line should also include an integrated connection with the D Purple Line.  In addition, the heavy rail option must be compatible with Metro's existing heavy rail lines. The new line should utilize the same size rolling stock as the Metro B and D lines.  Thank you

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-823	Website		91411	No		Any corridors should not have a dedicated street lane on Sepulveda or Van Nuys.  Traffic in Sepulveda has deteriorated terribly since a dedicated bus lane was added.  Please get rid of it. It would be worth it if we had a bus coming every five minutes but this is never going to happen.
I-824	Website		90211	No		The Sepulveda Line's heavy rail alternatives (4-6) are much better options for the future of UCLA students, San Fernando Valley residents, and overall system connectivity based on ridership projections, maximum capacity, and honest cost estimates. I'm sure other commenters have addressed the concerns about the BYD bids so I'll refrain from repeating them here. However, I don't believe the monorail alternatives would be given real consideration if not for the lobbying and influence they wield which do not help the public at large.  On a more personal note, I've been taking public transit exclusively since arriving for grad school at USC in 2016. I've worked in offices in Century City, Downtown LA, Agoura Hills/Westlake Village, and El Segundo and have taken every Metro line and many bus routes several times each. Having made the commute from Beverly Hills to Agoura Hills via Koreatown, Hollywood, and the SFV, I know very well how much time would be saved with a great heavy rail option through the Sepulveda Pass connecting the Valley and the Westside. I would personally prefer Alternative 4, but please do not consider alternatives 1-3 as viable alternatives for this line which is crucial to the long-term framework of LA public transportation.
I-825	Website		91604	No	12/8/2023 21:30	Support a monorail system over the Sepulveda Pass.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-826	Website		91101	No		Los Angeles' 405 is ensnarled by constant gridlock traffic, which directly dampens regional economic activity and reduces the possible upward mobility of POC and the working class.  In order for Los Angeles to have a successful and equitable world-class transit system that actually pulls people of all economic backgrounds out of their cars, it is imperative
						to build the Sepulveda Pass project so it not only meets the needs of today, but will also scale to meet the ridership and frequency demands of the next 100 years. The subway alternatives 4, 5, and 6 are the only alignments that will do this.
						It is not enough to consider end-to-end trip travel times of the project alone. Unless a rider lives on top of the Van Nuys station and works on top of the E line terminus station, they will at minimum have to walk, take a bus, or transfer to or from another rail line before they reach their final destination, drastically increasing travel times with each transfer. The monorail alternatives don't "just add an extra 10 minutes", they directly reduce the frequency and speed at which riders can commute into the city, ultimately reducing how far they are able to travel and what opportunities they can accept.
						I struggle to understand why the monorail alternatives 1, 2, and 3 continue to be entertained by Metro, when those in Bel-Air pushing so suspiciously hard for it will never ride it. The working class who will actually ride and benefit from the project overwhelmingly support a subway alignment with a station at UCLA, so let's build it.  Please listen to what the overwhelming majority of people are demanding, and build subway alternatives 4, 5, or 6. Los Angeles literally only has one chance to get this right, let's not mess this up and embarrass ourselves.
I-827	Website		90404	No	12/8/2023 22:58	Alternative 4 is the best option, followed closely by Alternatives 5 and 6 only due to increased cost. No matter what, heavy rail must be chosen over monorail. A station directly on UCLA's campus is essential, and alternatives 1 and 2 should not be considered for this reason. Additionally, Alternative 6 should be studied to facilitate automation like Alternatives 4 and 5.

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
CO-20	Website	Sierra Club, Angeles	90010	Merged Document	12/9/2023 0:20	Please see attached letter
		Chapter				
CO-21	Website	Brentwood Glen	90049	Merged Document	12/9/2023 0:55	Please see attached letter
		Association				
I-828	Website		91352	No	12/9/2023 5:20	I support the heavy rail option! I also want bicycle facilities to make it easier for transit
						riders to bring their bikes on the subway. I would like to see better transit
						improvements for the San Fernando Valley. This project will make it easier for Valley
						people to go to the Westside and to the beach.
I-829	Website		91341	No	12/9/2023 5:25	Monorail options need to be dropped, along with option 4. Option 6 needs to be
						modeled with a Sherman Way stop, as this would show superior ridership to other
						options.

		Organization/				
Submission Code	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
1-830	Website		90069	Merged Document		As a UCLA ladder faculty member who commutes by transit and by bicycle, I find it is essential to have a high-capacity metro station on campus. Alternatives 1-3 are not that. Their estimated ridership numbers pale in comparison to the heavy rail options, and the location of their stations would make transfer to UCLA unappealing. Every minute counts, and monorail would introduce a barrier that would not work for most of my colleagues and peers. With 48 000 daily commuters, most of whom are the precise demographic that is most likely to use transit, UCLA would most benefit from the STC, taking thousands of cars off the road. We need heavy rail - alternatives 4-6. These are the only alternatives with travel times and capacity high enough to serve UCLA. Consider the tens of thousands of commuters that arrive here only between 8-10am. Monorail is technically incapacious to satisfy our needs.  To that effect, please find attached this letter from ladder faculty and staff of the UCLA History Department, expressing our strong support for heavy rail (options 4-6). Recruitment for high-level positions for us, as well as hiring for staff has been severely impacted by lack of a high-capacity transit option. We cannot recruit big names, as most other cities in the world with top-ranking universities have good metro systems. It is hard to convince people to come to Los Angeles when they have to drive to work. We've already lost some big recruitment options because people find the reduction in quality-of-life too high. It is also hard to recruit staff, especially as they have to commute to work.  I won't mention my students, as I'm sure you've gotten plenty of student feedback. I will say that a station on campus that allows for easy transfer to the D line is essential. This must be the same as other modern metro systems in the world, and must have space to grow. A monorail cannot do either. I would also highlight that because of business travel, UCLA would most benefit from any future extension of heavy rail towards LAX. Mon
I-831	Website		91436	No		I would recommend only the Heavy Rail Alternatives, specifically Alternative 4.
1-021	wensite				12/3/2023 7:43	i would recommend only the neavy hall Alternatives, specifically Alternative 4.
I-832	Website		91304	No	12/9/2023 7:59	Alternatives 4,5,6 please

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-833	Website		91606	No	12/9/2023 8:00	It would behoove LA Metro and related government bodies to choose a plan that not only provides long-term value to LA residents of all socioeconomic backgrounds, but does not concede the city to out elites. Come to your senses if you truly want this city to thrive. Choose Plans 4, 5 or 6.
I-834	Website		90025	No		LA desperately needs this project to succeed, and for it to succeed, the line must be fast, have a high capacity, stop where people actually need it, and be affordable to maintain and upgrade. Only the heavy rail options (alternatives 4-6) accomplish this. The monorail has no advantages even on paper except that A) it has a suspiciously low construction cost estimate and that B) it appeases the rich people in Bel Aire and Sherman Oaks who somehow think that a monorail is less disruptive. "Advantage" A is unlikely to be true given that despite the fact that there is essentially no monorail in the world at the scale of this proposal and that the proposing contractor has a spotty track record at best. Meanwhile, "advantage" B is not remotely based on fact. A monorail would pose all the same right of way and "eyesore" issues as heavy rail. A surface level monorail would also not be guaranteed to be quieter than heavy rail (and would certainly be louder than underground heavy rail). Moreover among the monorail options, only alternative 3 has the desperately needed direct connection to Westwood, and it only accomplishes this via tunneling which negates any nominal cost advantage while still keeping all the numerous disadvantages of monorail. Heavy rail is a tested technology that would easily integrate with the rest of metro's lines, and the underground construction in alternatives 4-6 would also be less disruptive to traffic and residents above. All of the heavy rail alternatives offer clear advantages over monorail where it matters most: usability. To that end, alternative 6 is a good choice and alternatives 4 and 5 are even better choices based on ridership projections.  Alternatives 4 and 5 also have the secondary benefit of expanding the geographical coverage of rail which will help make more communities walkable. At the end of the day, any of the heavy rail options are far superior to the monorail options. I implore you not to let the few voices of people who don't care about transit drown out the many voices w

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-835	Website		90242	No		Please do what is right by the people you claim to serve and say NO to the monorail. Please stand up to the bullying by a few wealthy homeowners and stand with the *masses* of people who will rely on this rail line for decades to come. Only heavy rail can deliver this project to be the world class transportation that this corridor needs and that this city deserves.  Two of the heavy rail options have almost double the projected ridership of two of the monorail options, and from the proposals the heavy rail options have a lot more room to grow than the monorail options do. That is a lot of people out of their cars, a lot of people being more connected, and a lot more revenue going into Metro's accounts. Also, how is the monorail going to handle the passenger demand when this line eventually reaches LAX? Is Metro going to have to go back and re-do the entire northern half of the monorail for much more money than building it correctly now? There is no direct UCLA station in the monorail's plans, which is absolutely ridiculous. UCLA is one of the largest employers in the region, let alone masses of students who commute and even the casual visitors from around the country and even from around the world. It would be a travesty if so many people would be forced to transfer to some sort of dead-leg shuttle that adds wasted connection time to their journeys. Surely many of those potential riders would stick to driving by themselves in polluting cars that are bad for the environment and bad for people's health. Heavy rail with its UCLA station directly on the premises would provide a much more enticing option with its convenience and simplicity in the lack of a short and time-wasting forced transfer. Shouldn't Metro's goal be to get people to switch *to* public transport, if not to save the planet, then at least to make "a few" extra dollars for the bottom line that don't have to be begged from government?  Staying with station locations, the monorail has stations in the middle of one of the busiest freeways in the count
I-836	Website		90404	No		Please use heavy rail! We need good solid long term solutions. Investing more today will benefit us so much more tomorrow. Thank you.
I-837	Website	067	752	No		Please do this! I used to live in LA, and still visit nearly every month. Having a corridor up to the Valley would allow me to skip the majority of driving I typically do, and save the planet!

Submission Code	Method	Organization/ Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-838	Website	Aiiiiatioii	90027			I support option 4 as the most cost effective combo of ridership and travel time.
1-636	Website		30027	NO	12/10/2023 7.33	Secondarily I support options 5 and 6.
						Secondarily i support options 5 and 6.
						I oppose any monorail option as too compromised, too unique (ie, not interoperable,
						no economies of scale, etc) and too given to vendor lock-in.
I-843	Email			No	12/10/2023 8:00	Since no one seems interested in correcting the misinformation and lies that Metro
						continually puts out or obfuscates about the Sepulveda Transit Corridor Project, we
						thought that its time to inform the public and government officials what the real costs
						would be. See our Ad attached below. To be clear, our community has been on the
						defensive since this project was announcedbelieve it or almost 10 years ago. No one
						from Metro or any of their outside consultants consulted our community before the
						proposed routes were drawn. There was zero community inputthat is not how a
						democracy is supposed to work. No one elected Metro to be an authoritarian or
						despotic institution. It has become a furtive, inept, incompetent, fiscally irresponsible
						organization with little to no oversight and very little accountability. It's not only this
						projectlook at the gondola project to Dodger Stadiumkeeping riders safe on buses
						and trainsand there are others too numerous to mentionwhere Metro makes
						decisions that infuriate the communities it is supposed to serve (and people are
						actually thinking of putting them in charge of their own police forcereally?that's like
						Turkeys advocating that Thanksgiving should be two days instead on one). Not to
						mention, they have never finished any major project on time or on budget in the last
						20 years. On some level, our forefathers had the sense to throw the tea in the harbor.
						Since none of us can lift locomotives, it might be easier to get outside oversight and
						completely revamp this organization. What made America greatwas its desire to
						innovatechallenge old ideaspush the envelopeand invent the future. In the last
						20 years, think of all the innovations our society has benefitted fromthe telephone
						evolved to a computer in our pocketelectric carsbroadbandstreaming services
						medical advances that have cured illnesses and increased longevity with more to come-
						-online shopping. Metro is impervious to the futureand drags out old tired, cost inefficient solutions as answers to our futureand then provides misleading data and
						inaccurate surveys to advance their narrative (the fact is the monorail can carry more
						people per hour than any of the underground solutionsbut Metro does not want you
						people per flour than any or the underground solutionsbut Metro does not want you

		Organization/				
<b>Submission Code</b>	Method	Affiliation	ZIP	Attachment	Date Submitted	Submission Text
I-839	Website		90025	No		This is a once in a century opportunity to put in a high throughput heavy rail transit connection between the valley and the rest of the city. The subway options, particularly with a crucial underground connection at UCLA, will have ridership, expansion capacity, and the power of transit-oriented development that puts the monorail option to shame and will pay dividends for generations. Please keep your courage even in the face of isolated NIMBY opposition and connect the valley, through UCLA, all the way to the new purple line extension.
I-840	Website		90014	No		The projected ridership numbers have made it more than clear that one of the heavy rail alternatives, with a direct stop at UCLA, is the clear path forward for this crucial line. Either Alternatives 4, 5, or 6 are the only serious options that will delivery the ridership, travel time, and functional station locations that will best serve the majority of the city that will use these lines. Specifically, Alternative 6 (completely underground) is the best long-term investment.



#### **Appendix C**

#### **In-Person Community Meeting House Boards**

**Appendix C.1** 

Welcome Board

**Appendix C.2** 

**Community Open House Guidelines** 

**Appendix C.3** 

**Alternatives Map** 

**Appendix C.4** 

Project Area Map

**Appendix C.5** 

**Public Input Board** 

#### **Welcome Board**

Appendix C.1



# Welcome

Thank you for joining us!

# Bienvenidos

¡Gracias por acompañarnos!



#### **Community Open House Guidelines**

Appendix C.2

# Open House Guidelines

We welcome your feedback and input. To provide a safe and equitable process during this open house, we are asking for your help.

## During this open house, please:

- > Respect the format of the open house and allow everyone an opportunity to speak with project planners and Metro staff
- > Listen respectfully
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Maintain a conversational tone

Metro is committed to ensuring that all participants can fairly and clearly ask questions, and share ideas, comments and concerns about this project.

We reserve the right to end the open house at any point if we are unable to conduct the open house consistent with these guidelines.



#### **Alternatives Map**

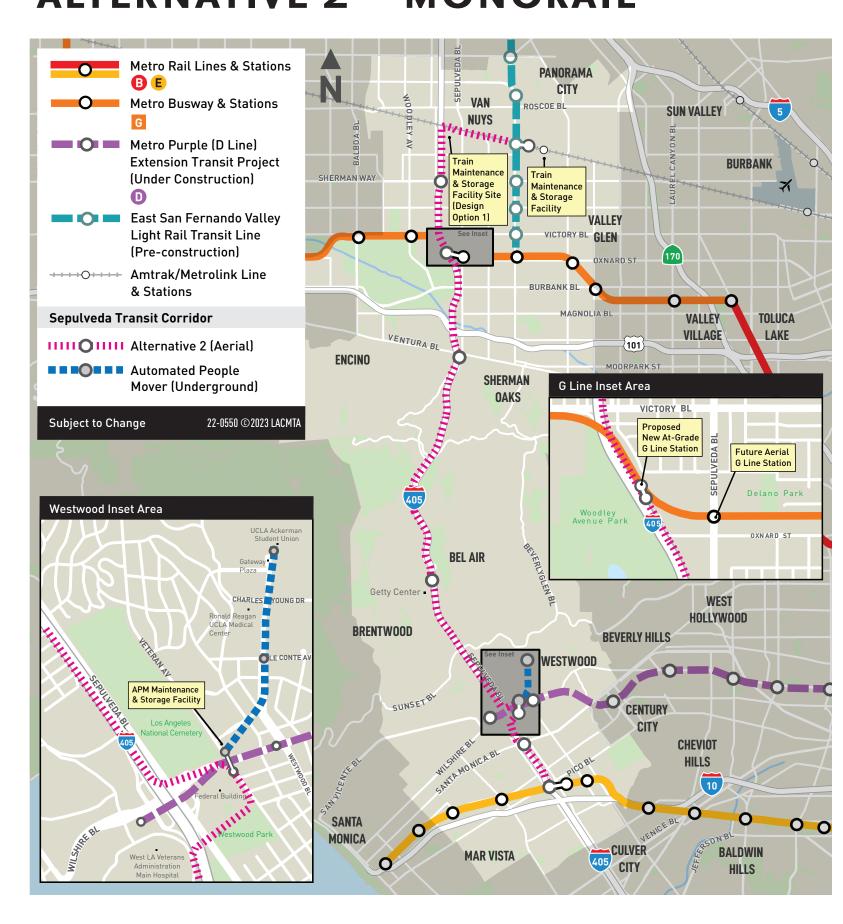
Appendix C.3

# Project Alternatives

### **ALTERNATIVE 1 — MONORAIL**



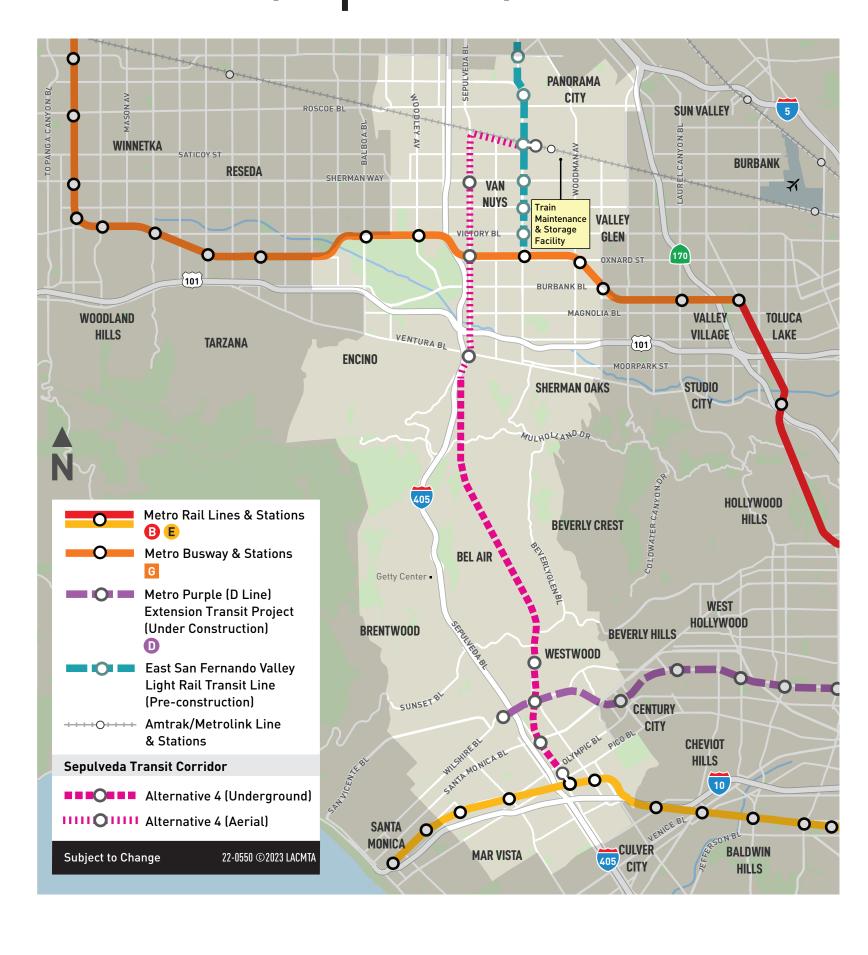
### ALTERNATIVE 2 — MONORAIL



## ALTERNATIVE 3 — MONORAIL



## ALTERNATIVE 4 — HEAVY RAIL



ALTERNATIVE 5 — HEAVY RAIL



ALTERNATIVE 6 - HEAVY RAIL





#### **Project Area Map**

Appendix C.4

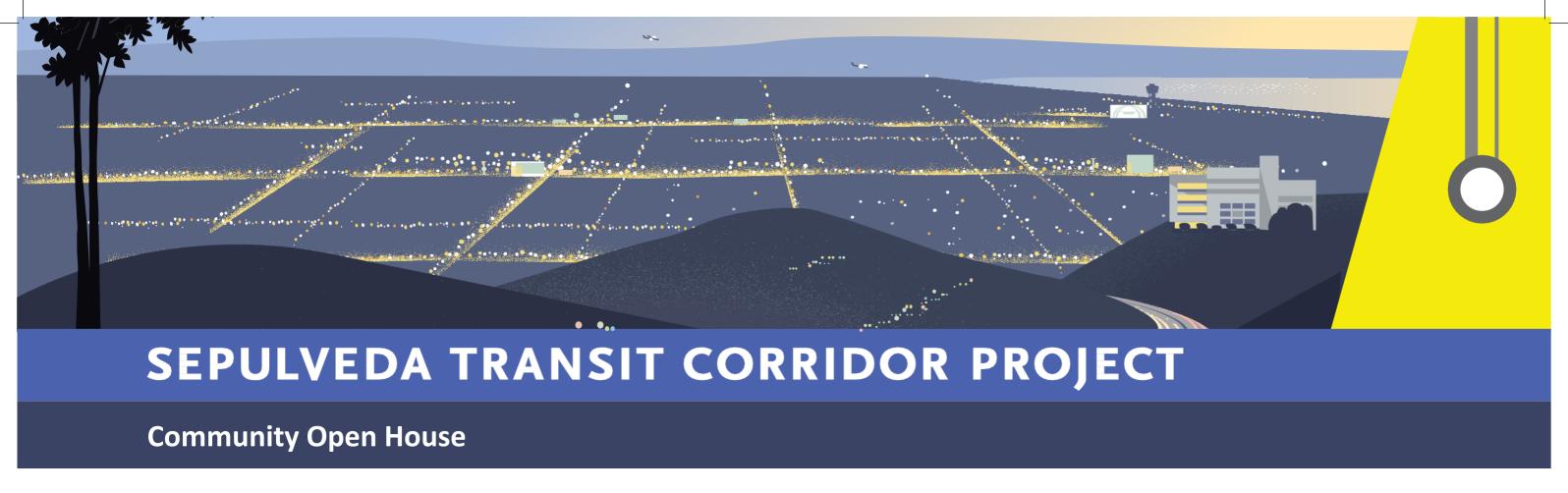
# Sepulveda Transit Corridor Study Area





#### **Project Input Board**

Appendix C.5



## Thank You for your feedback!

¡Gracias por sus comentarios!

Share your input & scan the QR Code below Comparta su opinión y escanee el código siguiente









## **Appendix D**Earned Media

Appendix D.1

Earned Media

#### **Earned Media**

Appendix D.1

View this email in your browser

WSSM EMAIL BLAST December 4, 2023

#### In this email blast:

#### 1) MEETINGS:

- 1A) WSSM Board Meeting 12/5, 7 pm via Zoom
- 1B) WNC December Board meeting cancelled
- 1C) PlancheckNC 12/9, 10 am

#### 2) COMMUNITY NEWS

- 2A) WSSM Annual Meeting big success!
- 2B) WLAPD Holiday Toy Drive Donate now
- 2C) Metro Congestion Pricing Survey Reply by 12/31
- 2D) WLA Homeless Winter Clothing Drive
- 2E) Metro Sepulveda Corridor Survey Reply by 12/8
- 2F) WSSM Losing our storage garage! Space needed.

#### 3) ACTION ALERT

- 3A) Send email message to Mayor and CM re: R1 density
- 3B) Oppose approval of Metro TCN Digital Billboard Plan
- 3C) Pico/Midvale Interim Housing project update

#### 4) COMMUNITY EVENTS

- 4A) SM College Holiday Glass Sale- 10/10, 10-4
- 4B) SM College Holiday Art Sale- 12/15-17
- 5) WSSM CONTACT INFO

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#### 1. MEETINGS

1A) WSSM Board Meeting-Tuesday, Dec. 5, 7 pm via Zoom: To view and/or to participate in the meeting, use the following information:

**Join Zoom Meeting** 

https://us02web.zoom.us/j/83924050944

Meeting ID: 839 2405 0944

One tap mobile:

+16694449171,,83924050944# US

+16699009128,,83924050944# US (San Jose)

Dial by your location: • +1 669 444 9171 US • +1 669 900 9128 US

(San Jose)

• +1 253 205 0468 US • +1 253 215 8782 US

(Tacoma)

Meeting ID: 839 2405 0944

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#### 1B) WNC December Board meeting cancelled

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1C) PlancheckNC - 12/9, 10 am

For details of agenda items, go to plancheckncla.com

To Join Zoom Meeting: https://us02web.zoom.us/j/87279383147

Meeting ID: 872 7938 3147

One tap mobile:

+16699009128,,87279383147# US (San Jose)

Dial by your location: +1 669 900 9128 US (San Jose)

Meeting ID: 872 7938 3147

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#### 2. COMMUNITY NEWS

2A) WSSM ANNUAL MEETING: Thank you to all who attended the recent November 14<sup>th</sup> WSSM Annual Meeting at St. Timothy's Church. It was good to return to our in-person annual meeting that brings together neighbors with community leaders to share information, break bread with one another (in this case, empenadas), and to have the opportunity to ask questions about current issues and concerns.

The PowerPoint presentation by Maria and Jeff Kalban, founders of United Neighbors was especially enlightening and provided all with an understanding about how density can be introduced into our community WITHOUT sacrificing the single family neighborhood and homes that define much of our community. They showed how the placement of new density on commercial corridors and the adaptive reuse of office and retail space no longer viable for their original uses would provide ample land to address the City's housing needs.

Of great interest, their talk showed how the City is ALREADY zoned to meet the State's ambitious housing goals assigned to the City of Los Angeles under the State's RHNA (Regional Housing Needs Assessment) program without rezoning our neighborhood or any other. However, the Planning Department appears committed to remapping / rezoning large areas of the City to demonstrate that LA is meeting the goal of creating over 450,000 new housing units over the current eight-year housing cycle. (Of course, cities do not build housing; they can only zone to incentivize developers to do so.)

Because the City has identified the WSSM areas and many parts of the Westside as a "high opportunity" or "high resource" area, it appears that there will be targeted zoning programs that seek to place.

Unfortunately, our LAPD SLO Bellasteros was in a car accident on his way to the meeting and as he was not able to interact with our folks has offered to plan to meet with us on another date in the future. Likewise, Councilmember Yaroslavsky took ill the afternoon of our meeting and was unable to attend. She has offered to work with the Board to plan a meeting so that our members have the opportunity to meet with her. Stay tuned for a community meeting with the Councilmember after the New Year.

If you have comments and/or suggestions for our Annual Meeting committee as we review how the meeting went that planners of next year's meeting should have, please let us know: <a href="mailto:info@wssmhoa.org">info@wssmhoa.org</a> Subject "Annual Meeting."

We will be reviewing membership forms and sign in sheets from the meeting to update our email blast mailing list and to compile a list of those who would like to volunteer and have indicated interest in getting more involved. We are looking forward to getting in contact with all those who are interested to identify the next step to matching

our neighbors with projects or tasks that enhance our community. There are many issues and items on our "to do" list that can well benefit from some added hands and hearts.

\_\_\_\_\_

2B) WLAPD Holiday Toy Drive: You are invited to contribute new unwrapped toys for kids from 8-12 in this annual holiday toy drive. The LAPD invites needy children to a one-day event where those attending have the opportunity to select a toy from those donated. Many families involve their own children in shopping for a toy to be donated to help share the example of the spirit of sharing and giving.

Toys may be dropped off at the WLAPD station front lobby until Dec. 20<sup>th</sup>: 1663 Butler Avenue.

If unable to drop there, you may leave your toy in a box at 2001 Malcolm at the top of the ramp on the filing cabinet.

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2c) Metro Traffic Reduction Study (TRS) Survey. Metro is proposing congestion pricing as a strategy to reduce traffic. They are inviting the public to participate in a brief survey to "help us understand what your priorities and concerns are about traffic." They are looking at implementing congestion pricing through the Sepulveda and Cahuenga Passes, on the 10/Santa Monica Freeway and/or within Downtown LA. The proposed program is called a Traffic Reduction program (not congestion pricing) and is "looking at how we can manage demand to reduce traffic through congestion pricing, and make it easier for everyone to travel, regardless of how they choose to travel."

The survey will remain open until December 31, 2023. Access the survey here

(https://survey123.arcgis.com/share/b27e5f788140449596cfaaa1d4becced).

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2D) West LA Homeless is sponsoring a Winter Clothing Drive for the homeless and are inviting donations of new or gently used coats, sweaters, gloves, scarves, etc. For local drop-off and pick-up info, call or text them at 424-256-8002 or email at info@WLAH.info

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**2E)** Metro Sepulveda Transit Corridor Project (Survey) wants to hear from the public by Dec. 8<sup>th</sup> regarding the options under consideration for the proposed Sepulveda Pass transit project that will connect the San Fernando Valley with the Westside (and eventually beyond).

Background info in available: The recording of the Nov. 1 virtual meeting is available here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives being considered. The Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet are also available.

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#### **2F) WSSM NEEDS STORAGE SPACE!**

The property where WSSM has been renting a garage for storage has been sold and is being renovated. We are on the search for a new space for storage of records, supplies and materials.

If you can help in this search please let us know. We must be out by the end of the year.

Contact: info@wssmhoa.org Subject: "SPACE"

#### 3. ACTION ALERT

3A) SEND EMAIL MESSAGE TO MAYOR BASS AND COUNCILMEMBER YAROSLAVSKY related to proposed upzoning of residential areas being considered by the City to increase development/density in single family zoned neighborhoods.

**Send to:** karen.bass@lacity.org and councilmember.yaroslavsky@lactiy.org

cc: info@wssmhoa.org

Please personalize your message in some way so that it does not look like a form letter as you copy the text below:

-----

In the United Neighbors October 2<sup>nd</sup> letter, communities across the city, including our Westwood South HOA, asked for your support to remove three rezoning overlays that would permit apartments to be built in our single-family neighborhoods. We understand that the Planning Department has now eliminated two of those three overlays.

Thank you for acknowledging the concerns raised and for your help.

Now we need your support to eliminate the final overlay (Opportunity Residential Corridors), which also unnecessarily densifies single-family neighborhoods. As has been demonstrated in detail, each area of Los Angeles has abundant zoning opportunities on its commercial corridors, public lands, and through adaptive reuse – enough, in fact, to exceed the State's housing mandate by three-fold without rezoning our neighborhoods beyond what SB9 and ADU laws allow.

In addition, we ask that all three of the overlays be eliminated from both the Housing Element and our Community Plan Updates. This would give residents assurances that rezoning our single-family neighborhoods will not continue to be an ongoing battle with the City.

We stand with you as you and as all Angelenos face the challenges of homelessness and housing affordability, but we need you to stand up for our single-family neighborhoods and the families that live in them.

Respectfully,

Westwood South of Santa Monica Blvd. HOA resident United Neighbors supporting organization

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3B) Metro Digital Billboard Advertising Program ("TCN") to be considered by Council PLUM's Committee and full Council likely the week of December 4. PLUM has scheduled the approval of the program for its 12/5 meeting and it is currently scheduled for a full Council vote on Dec. 5<sup>th</sup>.

WSSM strongly opposes this program that will place over 75 distracting, dangerous and unsightly digital billboards across the city on city streets and busy freeways. Two two-sided digital billboards each 95 feet above grade are planned for the 405 just south of the interchange with the Santa Monica/10 freeway in a location where merging traffic is already a challenge. Other signs are to be placed on streets located on the city's High Injury Network of streets.

The Metro program requires City approval and participation to move

forward. Please consider submitting a message of opposition to the City Council File. You may enter your comment here:

https://cityclerk.lacity.org/publiccomment/?cfnumber=22-0392

\_\_\_\_\_

3C) Midvale/Pico Interim Homeless Housing Project: Citizen and board action to support alternative sites in the area and to oppose the interim homeless housing project at Midvale and Pico continue. A detailed message as to current legal actions being taken by Fix the City and community efforts on behalf of the Sepulveda and Cotner options will be sent out shortly.

Neighbors of Midvale/Pico have organized a free-standing group of their own on which four WSSM Board members participate. The group invites community members to request one of their yard signs and sign ups to support their effort. Contact:

www.stopmidvalepico.org

\*\*\*\*\*\*\*\*\*\*\*\*\*

#### 4) COMMUNITY EVENTS

4A) Santa Monica College Holiday Glass Sale- 10/10, 10-4 Simon Meadow, Sunset at Temescal, Pacific Palisades

4B) Santa Monica College 45<sup>th</sup> Annual Holiday Art Sale- 12/15-17 12/15 and 16, 10 am – 8 pm 12/17, 12 noon to 5pm

Barrett Gallery Performing Arts Center, 11<sup>th</sup> and SM Blvd. Free parking.

\*\*\*\*\*\*\*\*\*\*\*\*\*\*

#### 5) WSSM CONTACT INFORMATION

This email blast is a service of Westwood South of Santa Monica Blvd. Homeowners Association (WSSM), a non-profit organization incorporated in 1971. We represent single family and condominium homeowners in the area between Santa Monica and Pico Blvds. on the north and south, and from Beverly Glen through Sepulveda Blvds. on the east and west. We welcome and invite your

#### participation, comments, feedback and suggestions.

You Are Invited ...

- \*To let us know your concerns about our community, and your ideas about how we might work to improve it
- \*To become involved in our Association.
- \*To attend our monthly Board Meetings\*

\*Board Meetings are currently being held via ZOOM and are on the first Tuesday of each month at 7:00 pm. THE NEXT IN PERSON BOARD MEETING date is yet to be determined as we do not have access to our meeting room at this time.

PLEASE SEND IN YOUR DUES NOW! We invite your active membership and participation in WSSM and request your dues contribution to support our work. We normally collect dues at our Annual Meeting, but with the postponement, that was not the case this spring. Annual dues are \$35. With your dues payment, please include your: name, address, email address and any specific concerns and/or volunteer interests you may have. Also include any change in email contact info—including your old and new email addresses.

You may also pay your dues via PayPal from our website. Go to: https://wssmhoa.org/join/become-a-member/

Please make your \$35 check out to: Westwood South of Santa Monica Blvd. HOA (not "WSSM"). We welcome donations in addition to annual dues but please know that as a 501 (c)(4) non-profit organization (a "mutual benefit" association, not a 501 (c)(3) organization), donations are not tax-deductible. If you have paid your dues, thank you!

Westwood South of Santa Monica Blvd.
Homeowner's Association
VISIT OUR WEBSITE:
https://wssmhoa.org
Contact us by writing to:
info@wssmhoa.org

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LOS ANGELES COUNCIL DISTRICT 5



This has been a devastating week for so many in our district. Many of us have close ties to people in harm's way. The pain has touched every single one of us and it is immense. Communities across Council District 5 and the broader City have come together to speak out against terrorism and pray for a quick resolution to the violence.

On Tuesday, I joined Councilmember Bob Blumenfield, members of the City Council, and Jewish leaders for a press conference denouncing the violence. You can watch the full press conference here.

I also know that many across the district are fearful of what this volatile time could mean for your and your loved ones' safety. I want to assure you that my team and I are working closely with LAPD and community-based organizations to ensure the safety of all religious and cultural institutions across Council District 5.

LAPD is likewise coordinating with other law enforcement agencies in the region, and has directed all available resources to add extra patrols and increase visibility around houses of worship and other sensitive-use locations such as schools and daycares.

These are important and necessary precautions we must take, and we will continue to do so as long as necessary.

## Community Resources

#### Sepulveda Transit Corridor Community Update Meetings

Join LA Metro for an upcoming community meeting on the Sepulveda Transit Corridor. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects in English and Spanish. Both in-person meetings will offer the same information; please attend the meeting that best suits your schedule. The presentation will begin 30 minutes after the start times listed below.

#### Tuesday, October 24, 2023

5:30pm-8pm Westwood United Methodist Church 10497 Wilshire Bl, Los Angeles, CA 90024

#### Saturday, October 28, 2023

10am-12:30pm Marvin Braude Constituent Center 6262 Van Nuys Bl, Los Angeles, CA 91401

You can also join us virtually to view a presentation on updates on the I-405 Sepulveda Pass ExpressLanes project. These meetings will include a Q&A session and will offer Spanish interpretation.

#### Monday, October 30, 2023

12pm

Zoom Link: https://tinyurl.com/405EXP-1

Webinar ID: 899 7243 490

#### Wednesday, November 8, 2023

6pm

Zoom Link: https://tinyurl.com/405EXP-2

Webinar ID: 852 4516 8735

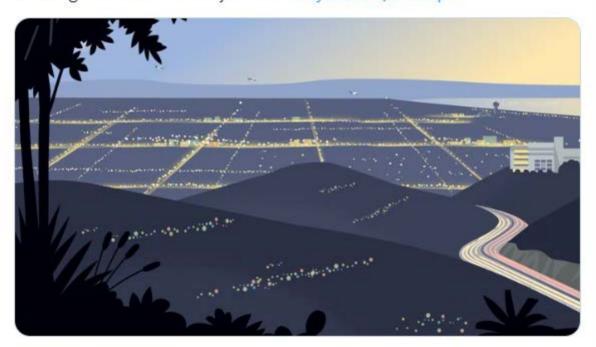


Los Angeles Walks @Los Angeles Walks



Ever been stuck in traffic & congestion on the Sepulveda pass? 🚗 🚑 🚓

Some news, @metrolosangeles is hosting online and in-person meetings to improve access between the Valley & the Westside. You can find the meeting dates and how to join here: tinyurl.com/3kk7kpf7



12:35 PM · Oct 17, 2023 · 8,613 Views











#### **Culver City Observer -**

**Español Reminder: Sepulveda Transit Corridor Update Tonight** 



Join us tonight for an update on the Sepulveda Transit Corridor Project. Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area.

Each in-person meeting will include a formal presentation by the Sepulveda Transit Corridor focused on travel times and boardings for the six alternatives followed by a Q&A session. The meetings will also feature an open house with information about the Traffic Reduction Study and I-405 Sepulveda Pass ExpressLanes.

**In-person Community Meetings** 

Tuesday, October 24, 2023

5:30-8pm

Westwood

Via Transit:

Metro Bus Line 20 and LADOT bus lines 431 and 431B stop at the corner of Wilshire Bl and Warner Av.

Via Car:

Parking is available in the parking garage of the Belmont Village Senior Living (entrance off Wilshire Bl). Church parking is available on the second level and below.

Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions.

Drill Rig Truck

Stay Connected

metro.net/sepulvedacorridor/

#### **Connect With Us**

#### **Culver City Observer**

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NEWS SPORTS ARTS OPINION THE QUAD PHOTO VIDEO ILLUSTRATIONS CARTOONS GRAPHICS THE STACK PRIME EN



#### **NEWS, TRANSPORTATION**

#### Metro hosts open house, presents Sepulveda Transit Corridor's alternatives



Pictured is the Metro open house at the Westwood United Methodist Church Tuesday. The meeting discussed the Sepulveda Transit Corridor and other Metro projects. (Joseph Jimenez/Photo editor)



Correction: The original version of this article incorrectly stated that Brice Kennedy is a graduate student in public affairs. In fact, he is a graduate student in public policy.

This post was updated Oct. 26 at 11:00 p.m.

Students could travel from the San Fernando Valley to campus in around 12 minutes, according to Los Angeles Metro's Sepulveda Transit Corridor presentation Tuesday night.

Around 150 community members attended an open house at the Westwood United Methodist Church on Wilshire Boulevard for three of Metro's projects – the Sepulveda Transit Corridor, the addition of ExpressLanes on Interstate 405 and the Traffic Reduction

Study. The study, which is exploring implementing tolls in West L.A. to alleviate traffic, is undergoing its initial planning stages.

The open house included a formal presentation of travel times and specific boarding data for the Sepulveda Transit Corridor's six alternatives, as well as an opportunity to ask questions.

While travel times varied, all six rail options offered potential riders travel times of 12 to 39 minutes from Van Nuys to a stop either directly off campus or in Gateway Plaza. The quickest proposal was Alternative 6, an underground heavy rail with a stop on campus with three entrances, which would take 12 minutes to travel to Van Nuys from UCLA. All heavy rail options projected at 16 minutes or less.

Alternatives 4 and 5 – automated underground heavy rails – were the two options with the highest average projected weekly ridership. Those options were both projected to be ridden by over 120,000 passengers, almost double the ridership of the aerial monorail alternatives.

Peter Carter, a Metro project manager, said during the presentation that any of the six options for the Sepulveda Transit Corridor would be better than traveling by car during peak rush hour traffic.

"Generally, we can see improvements, benefits to those travel times by rail, and certainly an improvement in reliability with the rail options not having to compete in traffic," Carter said.

Metro developed the ridership and travel time projections by analyzing the distribution of the region's population, employment and higher education enrollment, including at UCLA and community colleges, said Jody Litvak, Metro interim executive director for community relations.

Among the students in attendance were members of the Undergraduate Students
Association Council's Facilities Commission. In April, the Facilities Commission
announced Westwood Connected, a campaign for a heavy rail stop on campus in
partnership with Streets For All, the Westwood Village Improvement Association and the
North Westwood Neighborhood Council.

Michael Griffin, a member of the Facilities Commission's transit, equity and access committee, said he and his colleagues attended the open house to advocate for the

heavy rail options and to represent the opinions of students to Metro.

"UCLA has so many people – not just students, but faculty, community members and campus employees," Griffin said. "We as the Facilities Commission are advocating for Alternatives 4, 5 and 6, so that UCLA students in the future can have direct access to our Metro network."

Griffin, a second-year biology student, added that student opinions are essential to counterbalance the views of community members who may oppose the project. Both the Sherman Oaks Homeowners Association and the Bel-Air Association have announced their opposition to heavy rail due to the impacts of noise pollution, construction and potential tunneling beneath neighborhoods.

The open house was the first of three events to inform community members about travel times and boarding data. Metro will hold additional events Saturday and Wednesday in Van Nuys and online, respectively.

Litvak said it is important for Metro to share its new findings with the public and allow constituents to digest the new information and give further feedback, adding that the public's input is critical for deciding the future stages of projects.

"There's a number of things that go into what will comprise the recommendation that will go to the Metro Board of Directors to decide," Litvak said. "Some of it is the technical information, but public feedback is also a big part of it."

Metro collected the information presented to the public as part of the environmental review process, Carter said during the presentation. He added that once this stage – the development of technical studies – is completed, Metro will release an environmental impact for public review and share its opinions before the Metro board identifies which alternative to move forward with.

Brice Kennedy, a graduate student in public policy, said he commutes to UCLA and the San Fernando Valley using the I-405, adding that while he wants Metro to build a heavy rail stop on campus, he believes the data presented also points directly to heavy rail as the best alternative for the future.

"It just seems like a no-brainer," Kennedy said.



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#### Matthew Royer | News and Sports senior staff

Royer is a senior staff reporter for the News and Sports sections of the Bruin. He was previously the 2022-2023 assistant News editor for the city and crime beat.

**COMMENTS** 



# Metro says subway will move people between Valley and Westside faster than monorail

New data shows a subway under Sepulveda Pass will be quick, offer a UCLA stop and carry more riders







By **STEVE SCAUZILLO** | sscauzillo@scng.com | Daily News PUBLISHED: November 6, 2023 at 7:15 a.m. | UPDATED: November 14, 2023 at 3:44 p.m.

Traveling from Van Nuys to UCLA on an underground subway would take about 12 minutes, compared to a ride on an aerial monorail that would take more than twice as long, according to new data released by LA Metro regarding its proposed Sepulveda Transit Corridor Project.

The data also showed that of six options, the underground subway — outlined as alternatives 4 to 6 — would carry a maximum of about 120,000 weekday boardings, much more than the monorail alternatives numbered 1 to 3.

An underground rail would carry nearly twice as many riders as two of the monorail options, mostly because two of the three monorail options would not include stations at UCLA, a prime destination that is projected to be the busiest station. Instead, the first two monorail alternatives require transfers to get to UCLA, one to a shuttle bus and the other to an automated people mover, adding travel time and reducing ridership, Metro reported.

The data was released last week in presentations focused on the six alternatives under consideration for the first rail transit to connect the San Fernando Valley with the Westside, to be built either over or under the Santa Monica Mountains as an alternative to the busy 405 Freeway.

On the table at presentations held in Westwood and online by LA Metro were six configurations, with Alternatives 1 to 3 mostly monorail, and Alternatives 4 to 6 heavy rail. The six alternatives are:

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ONLY \$9 FOR 1 YEAR Start 2024 off right Alternative 3: (16.2 miles) Monorail with aerial alignment on 405 corridor and underground alignment between Getty Center and Wilshire Boulevard. This would allow for an underground station at UCLA.

Alternative 4: (14 miles) Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley, with four aerial stations.

Alternative 5: (14 miles) Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley.

Alternative 6: (12.6 miles) Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive.

Travel time and boarding projections are part of environmental impact reports which are scheduled for completion sometime in 2025. Ultimately, the LA Metro Board will determine the preferred alternative, route, station alignments — and updated cost estimates. Completion is estimated between 2033-2035, according to Metro.

With new data in hand, Metro emphasized the importance of travel time in getting people to switch from driving to public transit. "A successful transit system attracts high ridership because it moves people faster and more reliably so they can go about their lives with greater opportunities and more time to do so," read the Metro staff presentation.

All six options would move people from the Van Nuys Metrolink Station to UCLA Gateway Plaza in 12 to 39 minutes and 31 to 48 minutes from Van Nuys to the E (Expo) Line in Santa Monica. Travel time when starting from the G (Orange) Line in Reseda to UCLA would take 23 to 46 minutes.

No matter which alternative is chosen, their times compare favorably to driving times, which range from 40 to 90 minutes when driving from Van Nuys to UCLA, and 45 to 100 minutes when driving from Van Nuys to Santa Monica during peak morning hours, Metro reported.

Shorter travel times are underscored by reliability, meaning that commuters,

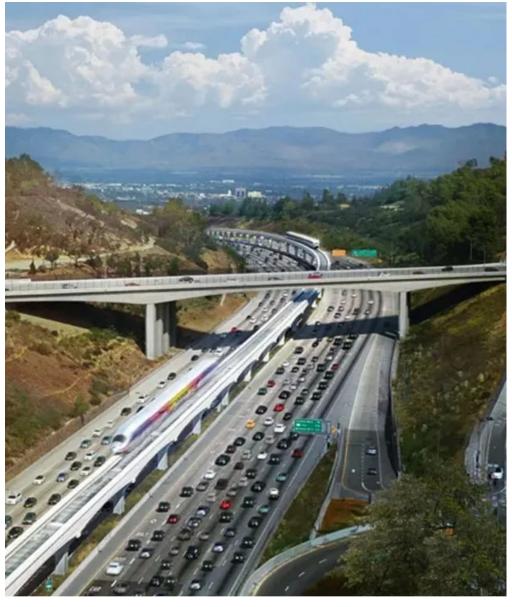
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"Driving is challenging and stressful. All things can happen," he said. "But with alternatives 4, 5, and 6 (subway rail) having travel times under 20 minutes — some at 12 and 15 minutes — it's a benefit that isn't obvious." Travel times on the monorail from Van Nuys to UCLA range from 24 to 39 minutes, Metro reported.

He wasn't surprised that the subway alternatives would be faster, since they would be built directly between the Valley and the Westside, while the monorail option would follow the arc of the 405 Freeway. And the monorail proposal includes transfers to UCLA, adding to the trip times, he said.



In <u>agreements signed with LA Metro</u>, the monorail concept planned by LA SkyRail Express, with an aerial line built on the 405 Freeway median and most stations located on the freeway's shoulder, was projected to cost \$6.1 billion. Proponents say it can be built faster and cheaper than the subway.

Bob Anderson, a member and board chair of the Sherman Oaks Homeowners Association (SOHA) transportation committee, said Metro could build the monorail using the \$7.5 billion put aside by Metro for the project. He estimated that the other option, an underground subway rail, would really cost upward of \$25 billion and that Metro would not have the money to complete it. Metro has not released new cost figures.

"You shouldn't be building something you can't afford," he said on Thursday, Nov. 2. The SOHA and the Bel-Air Association are opposed to the underground subway, saying tunneling could damage homes. Instead, these two groups prefer the monorail option.

Anderson also criticized the ridership and travel time estimates put out by Metro. "To me these numbers are more Metro deceit," Anderson said.

Sepulveda Transit Corridor Partners, including Bechtel Development Company, Meridiam Infrastructure and American Triple I Partners, put the cost of their subway project at \$10.8 billion. STCP says its project, either alternatives 4 and 5, would provide the fastest and greenest option, easing congestion on the 405 Freeway and reducing pollution.

The heavy rail alternative is supported by the UCLA Undergraduate Student Association Council and Graduate Student Association, which represent over 45,000 students. "We firmly believe heavy rail is the only alternative that works for UCLA's students, faculty and the greater Los Angeles community," wrote Evan Curran, a USAC facilities commissioner, in an emailed response.

Streets For All, Sierra Club, Climate Resolve, LA Forward and other nonprofit groups support the heavy rail option and oppose the monorail.

UCLA is fourth-largest employer in Los Angeles County, with about 80,000 people on campus every day, Karwaski said.

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campaigns. Terming a traffic violence event an "accident" can "absolve the driver — and transportation decision-makers — of any agency or responsibility."

"Crash not accident" has been adopted by various transportation agencies, media organizations, and others. This week it became L.A. City policy. It's a tiny step that does little on its own to change <u>L.A.'s alarming traffic violence</u>, but hopefully it can help foster a shift in people's attitudes.

## Metro Projections show that Rail Makes Sense for Sepulveda

It's hard to believe that, in 2023, Metro is still somehow considering a <u>mid-freeway monorail</u> for its Sepulveda Transit Corridor project. It's one of those truly wretched non-starter ideas (like <u>Metro MicroTransit</u> and <u>Metro illegally widening streets in front of stations</u>) that this Streetsblog editor has difficulty writing about halfway objectively.

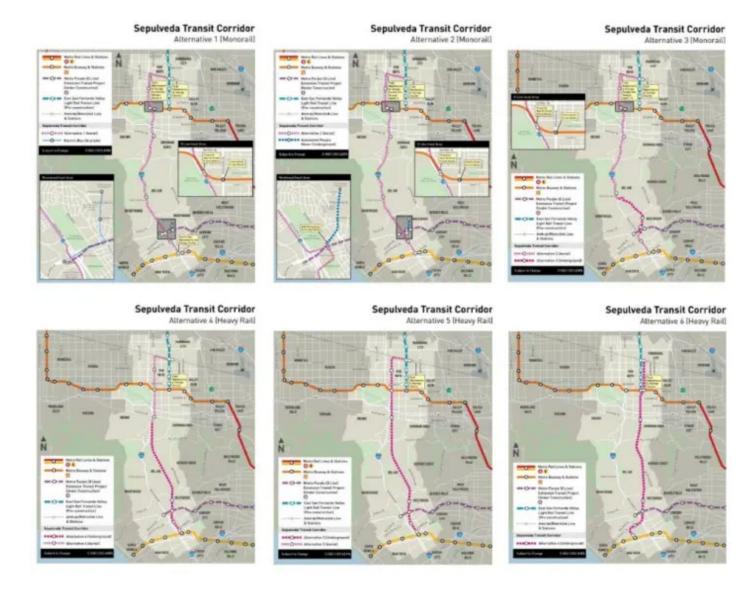
<u>Metro's current mid-freeway stations are hellish, loud, polluted places</u>. Even <u>Metro calls</u> them "what not to do when building a transit line... making the train hard to reach by sticking the tracks mostly in the middle of a busy, loud, smog-producing freeway." Just don't. Don't.

The mildly good news is that Metro's latest ridership projections should kill the monorail in its tracks, er, track. And if crappy ridership isn't enough, then market conditions and federal Buy America law could kill that zombie again and again.

Metro already <u>shared monorail-damning travel time and ridership projections</u> <u>back in 2019</u>. In the past couple weeks, Metro shared new refined projections that further confirm that, looking at ridership and travel time, heavy rail alternatives make more sense.

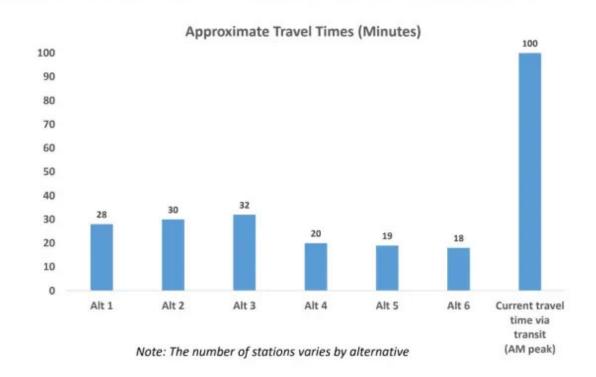
Metro's refined forecast shows a greater contrast between the modes. Anticipated monorail ridership is significantly lower (was 122,000 in 2019, now 65,000-86,000) while anticipated heavy rail ridership is just below earlier figures (was 126,000-137,000 in 2019, now 107,000-122,000).

## Below are selected slides from Metro's latest Sepulveda Transit presentation:



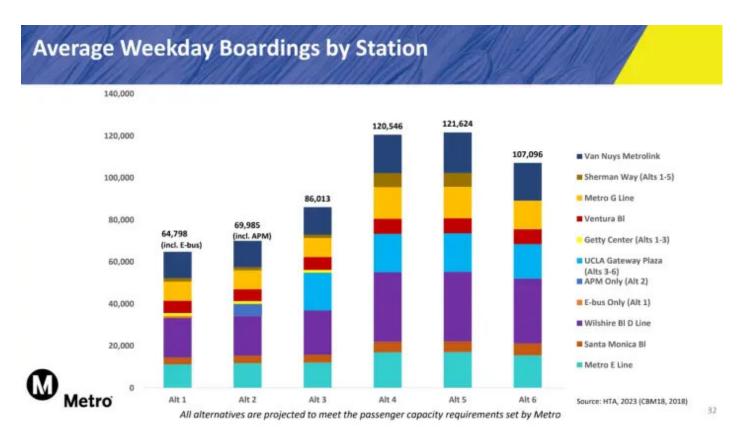
Metro and its partners are studying six alignments. Alternatives 1-3 are public-private partnership freeway monorail, with varying dogleg strategies to connect to UCLA, albeit poorly. Alternatives 4 and 5 are public-private partnership automated heavy rail running fully underground (alternative 5) or mostly underground with an aerial portion in the Valley (alternative 4). Alternative 6 would be fully underground Metro heavy rail.

## **End-to-End (Van Nuys Metrolink to E Line) Travel Times**



Similar to Metro's **2019 figures**, Metro again forecasts that underground heavy rail travels much faster than elevated monorail

Metro



Ridership projections show heavy rail would serve significantly more people. Of the heavy rail alternatives (4-6), Metro operated rail (Alt 6) would have slightly fewer riders (mainly due to less frequent service) compared to public-private

## **Average Weekday Boardings by Station**

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Van Nuys Metrolink	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alts 1-5)	1,587	1,532	1,574	6,637	6,587	
Metro G Line	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alts 1-3)	1,393	1,346	1,335	-		-
UCLA Gateway Plaza (Alts 3-6)	-	-	17,909	18,252	18,294	16,322
E-bus only (Alt 1)	900	-			77	-
APM only (Alt 2)	-	5,787	-	-	2	_
Wilshire Bl D Line	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Metro E Line	11,179	11,778	12,025	16,936	17,038	15,518

Metro

Metro ridership projections by station

Other than being a markedly inferior product, there two other wrinkles that further doom Sepulveda monorail.

Current interest rates cast a doubt on the viability of any of the five public-private partnership alternatives (1-5). Much of the private profits were expected to be facilitated by low-cost financing that does not appear feasible right now. If Metro wants to proceed with any Sepulveda project in the near-term future (while current high interest rates continue), then standard Metro-operated heavy rail (alternative 6) appears to be most likely.

Lastly there are federal 'Buy America' laws that would largely prohibit federal funding going to a monorail project built by BYD, which is a Chinese company. Perhaps the monorail alternatives were never going to rely on federal money, though that might be difficult. Last month, the Metro board approved a motion by Supervisor Lindsey Horvath directing to Metro staff to analyze federal <u>Build</u>

America, Buy America Act impacts on future Metro infrastructure projects. Metro's evaluation, due in March 2024, could help clarify this issue, and its implications for Sepulveda Transit.

For a very good recap of recent Sepulveda Transit findings, see Metro says subway will move people between Valley and Westside faster than monorail by Steve Scauzillo at the Daily News.





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Comments

## LA Metro must implement Alternative 6 for Sepulveda Transit Corridor Project



#### DAILY BRUIN EDITORIAL BOARD

"The only way that the Sepulveda Transit Corridor could help mitigate traffic congestion and ensure travel efficiency between both the Westside and San Fernando Valley is if the project includes a combination of an underground heavy rail, direct transfers to the D, G and E lines, and a station at UCLA's Gateway Plaza."



This post was updated Nov. 12 at 8:20p.m.

Los Angeles is a city designed for automobiles.

Today, however, this car-centric city has the opportunity to design a world-class rapid public transit system. To do that, LA Metro needs to adopt Alternative 6 for the Sepulveda Transit Corridor Project.

The Sepulveda Transit Corridor Project is one of LA Metro's standing proposals to extend its rail line service across LA County. If successful, the new line along the Sepulveda Pass, from the San Fernando Valley to the Westside of LA, would connect an expanded Line with the G line and the E line.

The project's goal is to decrease traffic congestion on America's most notorious freeway, the Interstate 405. Using traffic volume data from 2011, the U.S. Department of Transportation's Federal Highway Administration categorized the I-405 as the "busiest interstate in any American city" with nearly 400,000 vehicles passing through each day. According to the Westside Regional Alliance Council's 2021 fact sheet, over 2,000 students and 7,000 staff members currently live in the San Fernando Valley and commute using the I-405.

As of now, six options are being considered for the project. The two questions are then whether or not the plan will move forward with a heavy rail or monorail – meaning underground or above ground, respectively – and whether or not there will be a direct station on campus.

In late 2021 and early 2022, Metro began holding public meetings for public input on the project's six alternatives. Beginning in late October, Metro hosted additional in-person and virtual meetings, including one at the Westwood United Methodist Church on Oct. 24. The most recent meetings unveiled new details on travel time and boarding logistics for each alternative plan.

Earlier this year, the Editorial Board made it clear that an entirely heavy rail that has a direct stop on campus is the best option to better serve not only Bruins but also the community at large. Now, the recent findings regarding the travel time and boarding logistics for the Sepulveda Transit Corridor reinforce our stance.

The only way the Sepulveda Transit Corridor could help mitigate traffic congestion and ensure travel efficiency between both the Westside and San Fernando Valley is if the project includes a combination of an underground heavy rail, direct transfers to the D, G and E lines, and a station at UCLA's Gateway Plaza.

Out of all the options that Metro has proposed, Alternative 6 is the best bet to fulfill these goals.

One of the biggest incentives regarding ridership on subway lines in dense urban settings is having a competitive alternative to automobiles. Alternative 6 is entirely heavy rail and has all stations underground starting from Van Nuys Metrolink to a direct station on campus at Gateway Plaza, making it the fastest, most viable subway line option to compete against motorists.

ranges from 40 to 90 minutes. Alternative 6 would dramatically reduce that commute to only 12 minutes long.

Across the board, Alternative 6 reduces commute times tremendously for commuters also connecting to other lines such as the D line and E line. During peak hours, the trip from the Van Nuys Metrolink Station to Century City can be a commute of up to 1 hour and 25 minutes. Alternative 6 would cut that to around 22 minutes.

The commute from Van Nuys Metrolink Station to the E Line Downtown Santa Monica Station during peak hours can be 1 hour and 40 minutes. Alternative 6 would reduce that to about 31 minutes.

There is no doubt that there is a pressing need for substantial service improvement that emphasizes building faster and more connected lines for all Angelenos to drastically bolster ridership on Metro.

The Board believes that Alternative 6 is the option that Metro must choose if it wants to continue to increase its ridership and get Angelenos off the I-405.

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COMMENTS



2
Dear Friend,
This was a momentous week for the City of Los Angeles. Since the City adopted a district-based Council system nearly 100 years ago, the Councilmembers themselves have always had the last word over drawing their own districts
nave always had the last word over drawing their own districts

This week, for the first time in its history, the Los Angeles City Council has voted to take redistricting out of the hands of the Council and entrust it to a Commission that will be selected and carry out its work through a process that is transparent, inclusive, and entirely independent.
The recommendations of the Ad Hoc Committee on City Governance Reform will appear as a Charter Amendment on the November 2024 election ballot. When this charter amendment passes, we will finally have a process where the voters choose their Councilmembers, instead of the Councilmembers choosing their voters.
You can read about this and other events at City Hall, and in the Second District, in the stories below.
Very truly yours,
PAUL KREKORIAN
President, Los Angeles City Council

**Council Adopts Redistricting Reform** 

For the first time since the onset of the COVID pandemic in 2020, all 15 members of the Los Angeles City Council were able to gather this week for a class picture, a City Hall tradition dating back many years.

#### "Responsible Hotels" Ordinance

The City Council has adopted an ordinance drafted by Council President Krekorian that would require developers of new hotel properties to replace any permanent housing lost in the process. The ordinance will also give communities more input in the approval process for new hotel construction and provide the City with new tools to prevent the use of short-term rentals as "party houses."

The ordinance creates a voluntary registry where hotel owners can make vacant rooms available as interim shelter if they choose. It replaces a ballot measure, similar in intent, sponsored by the hotel workers union, which was to appear on the March 2024 ballot. That ballot proposition, which would have compelled hotel owners to make vacant hotel rooms available as interim shelter for the unhoused, will now be withdrawn.

The ordinance requires new hotel developments to apply for a Conditional Use Permit, a public review process that will take community interests such as environment, traffic, housing, and public safety into account. The ordinance also provides for a permit for hotels and short-term rentals that can be revoked if the operator hosts criminal activity or creates a public nuisance. The Council has requested a report to determine if this permit should be issued by the police or by another City agency.

## **Council Votes Temporary Cap On Rent Increases**

The City Council has enacted a temporary cap on rent increases for properties covered by the City's Rent Stabilization Ordinance (RSO). This limit will apply from February 1 through June 30, 2024. The allowable maximum rent increase during that period will be 4 percent if the landlord does <u>not</u> pay for gas and electricity. If the landlord pays for <u>both</u> gas and electricity, the allowable increase can be as high as 6 percent.

While both tenants and property owners dealt with rising costs for all other goods and services, no rent increases have been allowed on RSO units since the onset of the COVID pandemic in 2020. The 4 percent number is a compromise between the 7 percent increase many landlords were asking for, and the request of many tenants for a

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Sepulveda Transit Corridor Project					
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	etro has concluded in-person and virtual meetings focused on travel times and r the six alternative plans for the Sepulveda Transit Corridor, Metro still want you!				
	ouraged to <b>submit feedback no later than Dec. 8</b> by clicking <b>here</b> .				

**Meeting Summary** and **project fact sheet** referenced during the meetings are also available.

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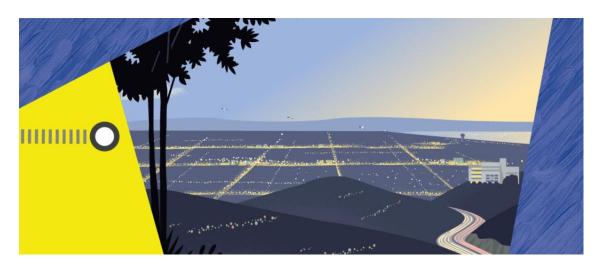


**December 2023 Edition!** 

Happy holidays to our neighbors, your families, and your friends from the Palms NC!

This month, our committees covered topics including wildlife corridors, truck traffic on residential streets, and hotel worker wages. Want us to tackle a specific topic? Reach out on our <u>website</u> today.

The newsletter will be taking a holiday break next month, so please follow us on social media (bottom of the newsletter) to stay updated!



Metro wants your feedback on the Sepulveda Transit Corridor Project!

The Metro Source blog published a story earlier this week about recent community meetings <a href="here">here</a>!

Submit feedback no later than **December 8** by clicking <u>here</u>.

The recording of the virtual meeting held on Nov. 1 is available here. The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meetings are also available.



## December 2023 Newsletter

Posted on 12/04/2023

Click here to read SONC's monthly newsletter for December 2023. In it, we discuss updates regarding Metro's Sepulveda Transit Corridor Project and continued efforts with the Ethel development. Additionally, the Human Services Committee will sponsor the NoHo Home Allinace's annual holiday drive on December 16.

Our Board Meeting for December will take place on Monday, December 11.



## **Appendix E**Notification

**Appendix E.1** 

**Community Meeting Flyer Notice** 

**Appendix E.2** 

Door-to-door Notification Plan

**Appendix E.3** 

**Public Counter Map** 

**Appendix E.4** 

**Business Corridor Map** 

Appendix E.5

**Eblasts** 

## **Community Meeting Flyer Notice**

Appendix E.1



## Join Us for a Community Update

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The **Traffic Reduction Study**, **Sepulveda Transit Corridor**, and **I-405 Sepulveda Pass ExpressLanes Projects** are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

The Sepulveda Transit Corridor will focus on travel times and boardings for the six project alternatives. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects.

#### **IN-PERSON COMMUNITY MEETINGS**

Tuesday, October 24, 2023 - 5:30-8pm Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

Saturday, October 28, 2023 - 10am-12:30pm Marvin Braude Center 6262 Van Nuys Bl Van Nuys, CA 91401

#### VIRTUAL COMMUNITY MEETING

Wednesday, November 1, 2023 - 5:30-7:30pm Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799

Learn about the project and provide feedback at any time via *metro.net/sepulvedacorridor*.

All Metro meetings are accessible to persons with disabilities. Spanish interpretation will be provided. Other ADA accommodations and language requests available by calling 323.466.3876 at least 72 hours in advance.



#### Contact us

213.922.7375

sepulvedatransit@metro.net

metro.net/sepulvedacorridor

@metrolosangeles

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## Acompáñenos para una actualización comunitaria

Metro tiene un plan para que sea más fácil moverse. La barrera natural creada por las montañas de Santa Mónica hace que viajar entre el Valley y el Westside sea complejo y desafiante, y requerirá innovación y múltiples soluciones.

Metro está llevando a cabo tres proyectos que ofrecen un enfoque integral y multimodal para abordar los viajes en el Sepulveda Pass y la sierra. Los proyectos del Estudio de Reducción de Tráfico, el Corredor de Transporte de Sepúlveda y Carriles Exprés en la I-405 de Sepulveda están en estudio y tienen información oportuna para compartir con las partes interesadas que viven cerca y viajan a través del área. Acompáñenos este otoño para reuniones en persona y en virtual.

El Corredor de Transporte de Sepulveda se concentrará en los tiempos de viaje y embarques para las seis alternativas del proyecto. Cada reunión en persona incluirá una presentación formal del Corredor de Transporte de Sepulveda, una sesión de preguntas y respuestas y una jornada de puertas abiertas con información sobre los tres proyectos.

#### **REUNIONES COMUNITARIAS EN PERSONA**

Martes, 24 de octubre de 2023 - 5:30–8pm Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

Sábado, 28 de octubre de 2023 - 10am-12:30pm

Marvin Braude Center 6262 Van Nuys Bl Van Nuys, CA 91401

#### REUNIÓN COMUNITARIA VIRTUAL

Miércoles, 1 de noviembre de 2023 - 5:30-7:30 pm

Enlance de Zoom: bit.ly/SepulvedaNov1 Número telefónico: 669.900.6833 ID de Reunión: 828 7236 2799

Para más información sobre el proyecto y proporcionar comentarios en cualquier momento a través de *metro.net/sepulvedacorridor*.

Todas las reuniones de Metro son accesibles para personas con discapacidades. Se proporcionará interpretación en español. Otras adaptaciones de la ADA y solicitudes de idioma están disponibles llamando al 323.466.3876 con al menos 72 horas de anticipación.

# Metro

#### Contáctenos

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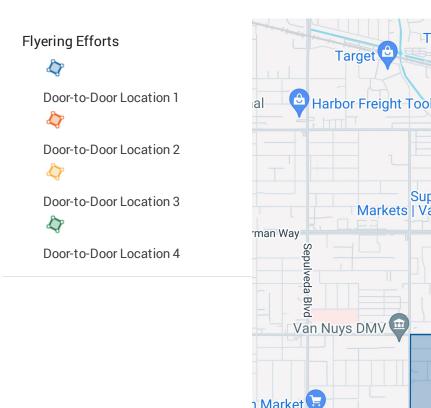
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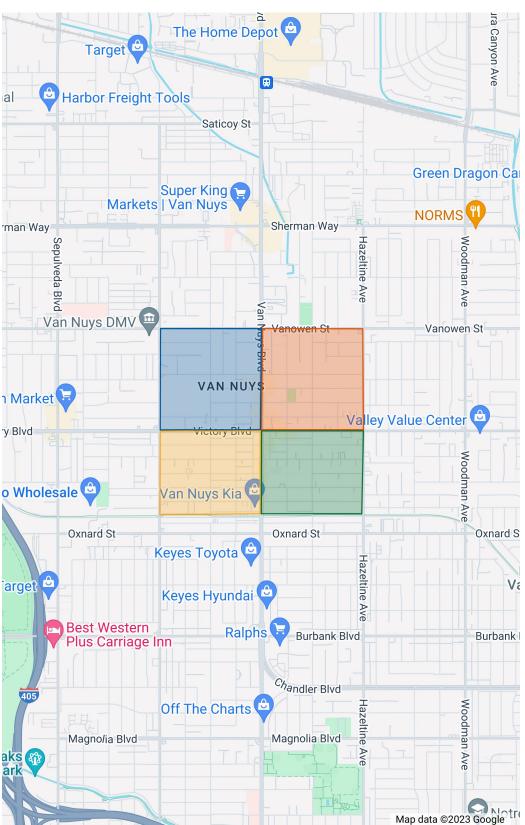
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## **Door-to-Door Notification Map**

Appendix E.2

## **Door to Door Notification**





## **Public Counter Map**

Appendix E.3

## **Public Counter Drop Offs**

## Click here for Google Map Link

Walk N Rollers: Tier 1 - Westwood, Palms, SM, Del Rey



Social Security Administration



Veterans Affairs Department

3

Westwood Branch Library

4

Westwood Recreation Center



Los Angeles County, Department of Public Social Services



**Riddick Youth Center** 



Westwood United Methodist Church - MEETING LOCATION



Palms-Rancho Park Branch Library



Palms Recreation Center



Del Rey Square



The Boys & Girls Club Mar Vista Gardens Branch



**WIC Program** 

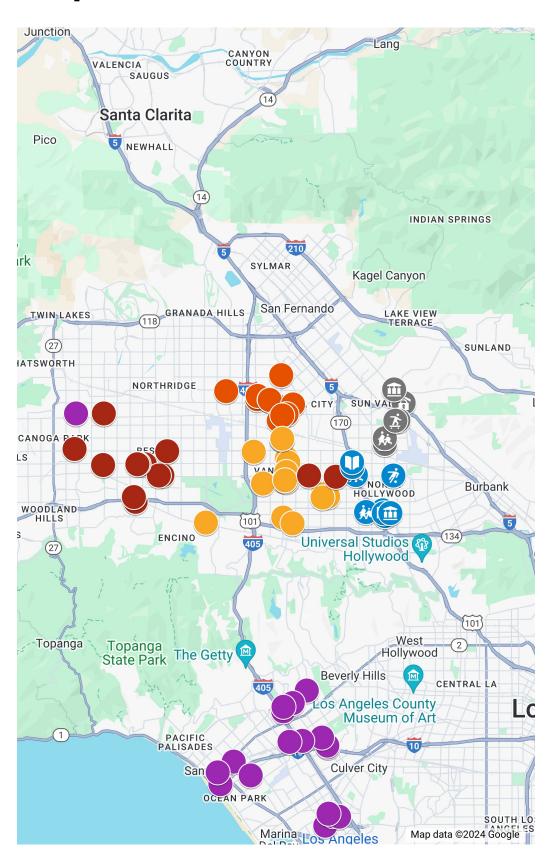


Venice Japanese Community Center



Santa Monica College





Santa Monica Public Library

16

City of Santa Monica City Hall



Ocean Park Community Center



Point 18

LA Walks: Tier 1- Panorama City and North Hills



Panorama City Branch Library



Panorama City Neighborhood Council



SFV LGBTQ Center + South Valley Youth Source



Panorama Recreation Center



Sepulveda Recreation Center



Mid-Valley Senior Citizen Center



Social Security Administration



Albert Piantanida Recreation Center



WIC Program

10

Mid-Valley Regional Library



Penny Lane Center



North Hills Community Park

SAFE: Tier 1 - Van Nuys



Van Nuys City Hall



Zev Yaroslavsky Family Support Center



Department of Public Social Services



Delano Recreation Center



Bernardi Multi-Purpose Senior Center



Van Nuys Branch Library



Los Angeles County Registrar-Recorder/County Clerk Van Nuys Branch Office



California State Employment Development Department -Van Nuys



Van Nuys Recreation Center



Los Angeles County Department of Children and Family Services



Mid Valley Family YMCA



Marvin Braude Building -SFV/ CSC- MEETING LOCATION



Van Nuys/Sherman Oaks Recreation Center



Encino Community Center



Sherman Oaks East Valley Adult Center Tier 2 - Winnetka, Reseda, and Valley Glen



Tarzana Recreation Center



Greater Valley Glen Community
Council



Winnetka Recreation Center



Winnetka Neighborhood Council



WIC Office Canoga park



LADOT West Valley District
Office



North Hollywood West Neighborhood Council



Reseda Neighborhood Council



West Valley LAPD Station



Reseda Recreation Center



West Valley Family YMCA



ONEgeneration Senior Enrichment Center



Tarzana Community & Cultural Center

LAVC Student Services Center



LAVC Community Services
Center



Library & Academic Resource Center



## Tier 3 - North Hollywood, Sun Valley, and Valley Village



Paul Krekorian Los Angeles City Councilmember District 2



Valley Plaza Branch Library



North Hollywood Amelia Earhart Regional Library



North Hollywood Community Garden



North Hollywood Recreation Center



Valley Plaza Recreation Center



Victory Vineland Recreation Center



East Valley Family YMCA



City Of Los Angeles Public Health. North Hollywood



WIC Program



County of Los Angeles
Department of Public Social
Services



Sun Valley Recreation Center



Community Outreach Center



Freehab - Food Distribution Center



Sun Valley Area Neighborhood Council (SVANC)



Lutheran Social Services of Southern California - Food Distribution Center

## **Business Corridor Map**

Appendix E.4

## **Business Corridor/Transit Intercept Outreach**

Click here for Google Map Link

Business Corridor Outreach

All items

Transit Intercept Outreach

Roscoe Boulevard & Van Nuys

Sepulveda / Roscoe

Van Nuys Orange Line Station

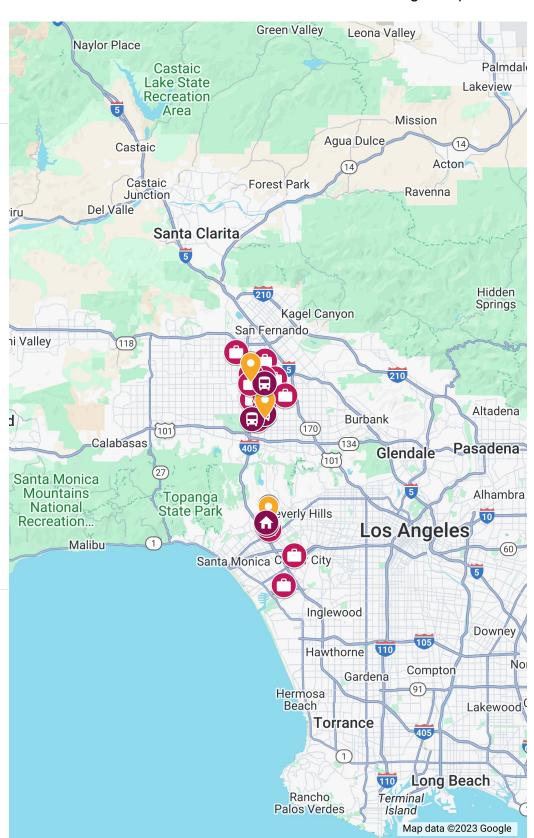
Sepulveda / G-Line

Sepulveda / G-Line

Cultural Content Ave & Westwood

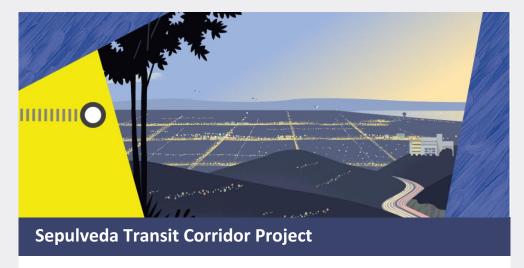
Wilshire / Westwood

Wilshire / Glendon



## **Eblasts**

Appendix E.5



Español

#### We Want to Hear From You!

Although we have concluded our in-person and virtual meetings focused on travel times and boardings for the six alternatives, we still want to hear from you!

While we had originally requested feedback by Nov. 30, with the Thanksgiving holiday in mind, we now encourage you to <u>submit feedback no later than Dec. 8</u> by clicking <u>here</u>.

The recording of the virtual meeting held on Nov. 1 is available <a href="here">here</a>. The presentation can be found <a href="here">here</a> and the <a href="here">Station Location StoryMap</a> has been updated to include travel times between stations for all six alternatives. In addition, the <a href="here">Frequently Asked Questions (FAQ)</a> has also been updated. The <a href="here">Scoping Summary Report</a>, <a href="here">Station Location Community Meeting Summary</a> and <a href="here">project fact sheet</a> referenced during the meetings are also available.

## Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. Work continues on Veteran Av and Bentley Av.

No fieldwork will occur over the Thanksgiving holiday (Thursday, Nov. 23 and Friday, Nov. 24) at both locations. Work-related parking restrictions will be lifted during this period. Electronic message signs will provide additional information.



Drill Rig Truck

To see all active survey work notices, please go here.

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**Español** 

#### **Thank You for Joining Us!**

Thank you again to the community members who joined us at our in-person and virtual community meetings. The recording of the virtual meeting held on Nov. 1 is available here.

We encourage you to provide feedback by November 30, 2023 by clicking here.

The meetings included a formal presentation by the Sepulveda Transit Corridor project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session.

The presentation can be found<u>here</u> and the <u>Station Location StoryMap</u> has been updated to include travel times between stations for all six alternatives. In addition, the <u>Frequently Asked Questions (FAQ)</u> has also been updated. The <u>Scoping Summary Report</u>, <u>Station Location Community Meeting Summary</u> and <u>project fact sheet</u> referenced during the meeting are also available.

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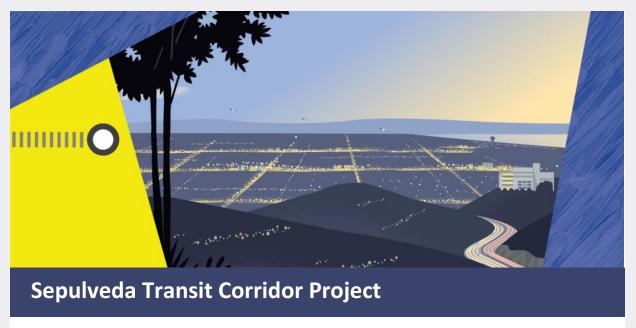
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## **Sepulveda Transit Corridor Update and More**

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The <u>Traffic Reduction</u> <u>Study</u>, Sepulveda Transit Corridor, and <u>I-405 Sepulveda Pass ExpressLanes</u> Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

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**Virtual Community Meeting** 

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Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799 Register Here

#### Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. The Phase 1 geotechnical survey work has concluded and Phase 2 boring work will begin in October on Veteran Av.

Work will occur primarily Monday – Friday, 7am-4:30pm. Some weekend work will also occur. Street parking on the 100-500 block of Veteran Av will be restricted from 6:30am-5pm.



Drill Rig Truck

For updated information about parking restrictions and road closures, please visit:

• Veteran Av | Full Notice

To see all active survey work, please gohere.

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#### Reminder: Sepulveda Transit Corridor Update Next Week

Remember to mark your calendars for an update on the Sepulveda Transit Corridor Project. Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us for in-person and virtual meetings.

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#### **How to Get to the Community Meeting**

#### Westwood

Via Transit:

Metro Bus Line 20 and LADOT bus lines 431 and 431B stop at the corner of Wilshire BI and Warner Av.

Via Car:

Parking is available in the parking garage of the Belmont Village Senior Living (entrance off Wilshire BI). Church parking is available on the second level and below.

#### Van Nuy

Via Transit:

Metro Bus Lines 233 and 237 stop at the corner of Van Nuys Bl and Sylvan St. The Metro G Line (Orange) Van Nuys station is located three blocks south. Attendees may also park for free at the Metro G Line (Orange) Sepulveda Station and travel one stop to the Van Nuys Station.

Via Car

Parking is available at the Metro Orange Line Van Nuys Station at Van Nuys Bl and Aetna St. Street parking is also available. We encourage you to carpool as there is limited parking. Please plan ahead to allow enough time to secure parking and walk the short distance to the meeting.

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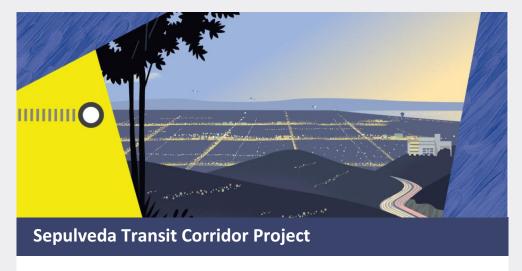
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#### **Thank You for Participating!**

Thank you to the community members who joined us in Westwood last night for our community meeting.

The <u>Traffic Reduction Study</u> and <u>I-405 Sepulveda Pass ExpressLanes Projects</u> were also present to share timely information with stakeholders who live near and travel through the area.

The meeting included a formal presentation by the <u>Sepulveda Transit Corridor</u> project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session and an open house with information for all three projects.

The presentation can be found <a href="here">here</a> and the <a href="Station Location StoryMap">Station Location StoryMap</a> has been updated to include travel times between stations for all six alternatives. In addition, the <a href="Frequently Asked Questions">Frequently Asked Questions (FAQ)</a> has also been updated. The <a href="Scoping Summary Report">Scoping Summary Report</a> and <a href="Station Location Community Meeting Summary">Station Location Community Meeting Summary</a> referenced during the meeting are also available.

If you were unable to join us last night, we hope you'll attend our upcoming in-person or virtual meeting.

We encourage you to provide feedback by **November 30, 2023** by clicking <u>here</u>.

**In-Person Community Meeting** 

Saturday, October 28, 2023 10am-12:30pm Marvin Braude Center 6262 Van Nuys Bl Van Nuys, CA 91401

#### **Virtual Community Meeting**

Wednesday, November 1, 2023 – 6pm Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799

Register Here

#### How to Get to the Van Nuys In-Person Community Meeting

#### Van Nuys

#### Via Transit:

Metro Bus Lines 233 and 237 stop at the corner of Van Nuys Bl and Sylvan St. The Metro G Line (Orange) Van Nuys station is located three blocks south. Attendees may also park for free at the Metro G Line (Orange) Sepulveda Station and travel one stop to the Van Nuys Station.

#### Via Car:

Parking is available at the Metro Orange Line Van Nuys Station at Van Nuys Bl and Aetna St. Street parking is also available. We encourage you to carpool as there is limited parking. Please plan ahead to allow enough time to secure parking and walk the short distance to the meeting.

## Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions.

To see all active survey work, please go here.



Drill Rig Truck

#### **Stay Connected**

To learn more about the project, visit our website, email us at *sepulvedatransit@metro.net* or call our project information line at 213.922.7375.

Visit our Interactive StoryMap and find us on our social media handles.



metro.net/sepulvedacorridor/



sepulvedatransit@metro.net



213.922.7375



<u>losangelesmetro</u>



@metrolosangeles

#### **Let's Ride Safely Together**

Keeping riders safe is our number one priority and we're committed to providing you with a great experience on Metro. That's why we've launched a plan that reimagines the way we approach public safety, to ensure all our riders feel safe, comfortable, and welcome on our system. Check out <a href="Let's Ride Safely Together">Let's Ride Safely Together</a> to learn how we're improving security, cleanliness, and customer care on our buses and trains.





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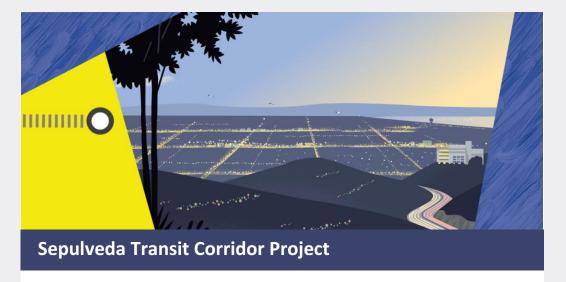
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**Español** 

#### Join Us for Our Virtual Meeting!

We have concluded our in-person meetings in Westwood and Van Nuys. Our virtual meeting will be held tomorrow.

#### Wednesday, November 1, 2023 - 6pm

Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799

Register Here

Thank you to the community members who joined us at our in-person community meetings.

The <u>Traffic Reduction Study</u> and <u>I-405 Sepulveda Pass ExpressLanes Projects</u> were also present to share timely information with stakeholders who live near and travel through the area.

The meeting included a formal presentation by the <u>Sepulveda Transit Corridor</u> project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session and an open house with information for all three projects.

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If you were unable to join us in-person, we hope you'll attend our upcoming virtual meeting.

We encourage you to provide feedback by November 30, 2023 by clicking here.

## Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions.

To see all active survey work, please go here.



Drill Rig Truck

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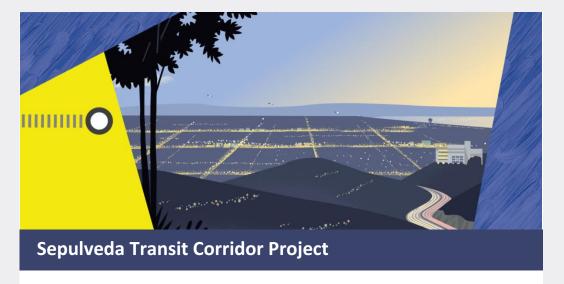
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**Español** 

#### Thank You for Joining Us!

Thank you to the community members who joined us at our in-person and virtual community meetings. The recording of the virtual meeting held on Nov. 1 will be available next week.

We encourage you to provide feedback by November 30, 2023 by clicking here.

The meetings included a formal presentation by the <u>Sepulveda Transit Corridor</u> project team focused on travel times and boardings for the six project alternatives, followed by a Q&A session.

The presentation can be found <a href="here">here</a> and the <a href="Station Location StoryMap">Station Location StoryMap</a> has been updated to include travel times between stations for all six alternatives. In addition, the <a href="Frequently Asked Questions">Frequently Asked Questions</a> (FAQ) has also been updated. The <a href="Scoping Summary Report">Scoping Summary Report</a>, <a href="Station Location Community Meeting Summary">Station Location Community Meeting Summary</a> and <a href="project fact sheet">project fact sheet</a> referenced during the meeting are also available.

Other Metro resources shared at the meetings include:

- GoPass
- TransitWatch
- Property Acquisition
- Public-Private Partnership
- Environmental Process
- Tunneling
- <u>Customer Experience Hub</u>
- Gender Action Plan

#### **Virtual Meetings for Traffic Reduction Study & ExpressLanes**

Although the meetings focused on Sepulveda Transit Corridor have concluded, there are virtual meetings remaining for the <u>Traffic Reduction Study</u> and the <u>I-405 Sepulveda Pass ExpressLanes</u> project.

**Traffic Reduction Study** 

Monday, November 6, 2023 – 12pm

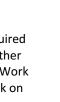
Zoom Link: us02web.zoom.us/j/88539660629

I-405 Sepulveda Pass ExpressLanes

Wednesday, November 8, 2023 – 6pm Zoom link: tinyurl.com/405EXP-2

## Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. Work continues on Veteran Av and will begin next week on Bentley Av.



Drill Rig Truck

No fieldwork will occur over the Thanksgiving holiday (Thursday, Nov. 23 and Friday, Nov. 24). Work-related parking restrictions will be lifted during this period. Electronic message signs will provide additional information.

To see all active survey work notices, please go here.

#### **Stay Connected**

To learn more about the project, visit our website, email us at *sepulvedatransit@metro.net* or call our project information line at 213.922.7375.

Visit our Interactive StoryMap and find us on our social media handles.



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#### Let's Ride Safely Together

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<u>Español</u>

#### Please Submit Your Feedback by December 8!

As we begin to wrap up the year, we thank you for your continued interest and engagement in this project.

We encourage you to submit your feedback related to our fall meetings focused on travel times and ridership for all six alternatives <u>no later than Dec. 8</u> by clicking <u>here</u>.

We will be preparing a report summarizing the meetings and feedback received between late October and Dec. 8 that we'll share early next year.

The recording of the virtual meeting held on Nov. 1 is available here. The presentation can be found here and the Station Location StoryMap has been updated to include travel times between stations for all six alternatives. In addition, the Frequently Asked Questions (FAQ) has also been updated. The Scoping Summary Report, Station Location Community Meeting Summary and project fact sheet referenced during the meetings are also available.

And you can find the Metro Source blog about our community meetingshere!

### Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. Work continues on Veteran Av and Bentley Av.



Drill Rig Truck

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#### We (Still) Want to Hear From You (By December 8, Please)!

The Metro Source blog published a story earlier this week about our recent community meetings <a href="here!">here!</a>

We hope you'll check it out and submit feedback no later than Dec. 8 by clicking here.

The recording of the virtual meeting held on Nov. 1 is available<u>here</u>. The presentation can be found <u>here</u> and the <u>Station Location StoryMap</u> has been updated to include travel times between stations for all six alternatives. In addition, the <u>Frequently Asked Questions (FAQ)</u> has also been updated. The <u>Scoping Summary Report</u>, <u>Station Location Community Meeting Summary</u> and <u>project fact sheet</u> referenced during the meetings are also available.

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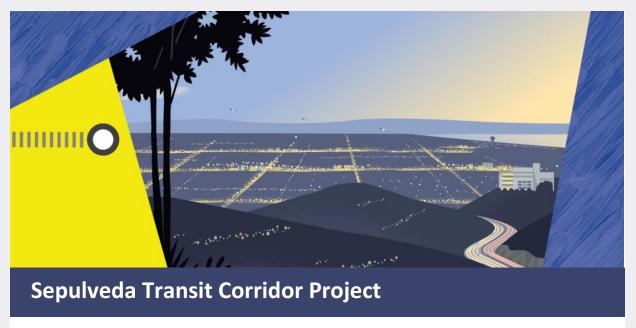
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#### **Sepulveda Transit Corridor Update and More**

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The <u>Traffic Reduction</u> <u>Study</u>, Sepulveda Transit Corridor, and <u>I-405 Sepulveda Pass ExpressLanes</u> Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

The Sepulveda Transit Corridor meetings will focus on travel times and boardings for the six project alternatives. Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, Q&A session and an open house with information for all three projects.

#### **In-person Community Meetings**

Tuesday, October 24, 2023 5:30-8pm

Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024 Saturday, October 28, 2023 10am-12:30pm

Marvin Braude Center 6262 Van Nuys Bl Van Nuys, CA 91401

**Virtual Community Meeting** 

Wednesday, November 1, 2023 – 6pm

Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799 Register Here

#### Field Work for the Sepulveda Transit Corridor

Metro's subcontractor continues to perform required preliminary, limited geotechnical fieldwork to gather information on existing soil and rock conditions. The Phase 1 geotechnical survey work has concluded and Phase 2 boring work will begin in October on Veteran Av.

Work will occur primarily Monday – Friday, 7am-4:30pm. Some weekend work will also occur. Street parking on the 100-500 block of Veteran Av will be restricted from 6:30am-5pm.



Drill Rig Truck

For updated information about parking restrictions and road closures, please visit:

• Veteran Av | Full Notice

To see all active survey work, please gohere.

#### **Stay Connected**

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Visit our Interactive StoryMap and find us on our social media handles.



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# Appendix F Extended Outreach

Appendix F.1 Toolkit

## Appendix F.1

Toolkit

## Metro Sepulveda Transit Corridor, Traffic Reduction Study, and the I-405 ExpressLanes Projects Outreach Toolkit

Please help Metro increase awareness and deepen engagement with your community for the Sepulveda Transit Corridor, Traffic Reduction Study, and the I-405 ExpressLanes Projects!

The following cut-and-paste resources can be shared on social media, in newsletters, emails/eblasts, and on websites.

#### Sepulveda Transit Corridor Project

- > Interactive Story Map
- > <u>Video link</u> (English)
- > <u>Video link</u> (Spanish)
- > Project Website
- > <u>Scoping Video</u> (English)
- > <u>Scoping Video</u> (Spanish)
- > <u>Project Fact Sheet</u> (English)
- > Project Fact Sheet (Spanish)
- > Frequently Asked Questions (English)
- > <u>Frequently Asked Questions</u> (Spanish)

#### I-405 Sepulveda Pass ExpressLanes

- > Project Website
- > Project Fact Sheet (English)
- > <u>Project Fact Sheet</u> (Spanish)
- > Alternatives Fact Sheet (English)
- > <u>Alternatives Fact Sheet</u> (Spanish)
- > Frequently Asked Questions (English)
- > <u>Frequently Asked Questions</u> (Spanish)

#### **Traffic Reduction Study**

> Project Website



#### **Social Media**

The following content meets the respective social media platform's specifications and requirements.

#### **f** Facebook

Help make traveling between the Valley and the Westside easier. Join Metro for community update meetings this fall! @losangelesmetro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Sepulveda Transit Corridor, Traffic Reduction Study, and I-405 Sepulveda Pass ExpressLanes Projects each have timely information to share with stakeholders who live and travel through the area. Learn more about these projects at one of our in-person meetings in West Los Angeles on Tuesday, October 24 from 5:30-8pm and in Van Nuys on Saturday, October 28 from 10am-12:30pm. Can't make an inperson meeting? The Sepulveda Transit Corridor and I-405 Sepulveda Pass ExpressLanes projects will also offer virtual meeting options. Don't miss this opportunity to be a part of the solution. For more information on these community update meetings, visit: https://tinyurl.com/3kk7kpf7.

#### Twitter

@metrolosangeles has exciting plans to improve travel between the Valley and the Westside. Join community update meetings in person on Oct. 24 & 28. Virtual meetings are being hosted as well. Learn about the Sepulveda Transit Corridor, Traffic Reduction Study, and I-405 Sepulveda Pass ExpressLanes Projects. Learn more here <a href="https://tinyurl.com/3kk7kpf7">https://tinyurl.com/3kk7kpf7</a>.

#### Instagram

Join us for a community update meeting! @losangelesmetro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range, the Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects. Learn more and provide input on these important transportation projects at one of Metro's upcoming community meetings this fall! There will be in-person and virtual meeting options. Let's shape the future of transportation together! Learn more here <a href="https://tinyurl.com/3kk7kpf7">https://tinyurl.com/3kk7kpf7</a>.

Visit the link in our bio to learn more. <a href="https://tinyurl.com/3kk7kpf7">https://tinyurl.com/3kk7kpf7</a>



#### **Email Blast / Newsletter Content / Website Updates**

**Subject/Title:** Help make traveling between the Valley and the Westside easier! Join us for Metro's Community Update Meetings this fall!

#### **Body:**

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

Metro is pursuing three projects that offer a comprehensive, multimodal approach to address travel in the Sepulveda Pass and mountain range. The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study and have timely information to share with stakeholders who live near and travel through the area. Please join us this fall for in-person and virtual meetings.

#### **In-person Community Meetings**

Each in-person meeting will include a formal presentation by Sepulveda Transit Corridor, a Q&A session, and an open house with information for all three projects in English and Spanish. Both in-person meetings will offer the same information; please attend the meeting that best suits your schedule.

## Tuesday, October 24, 2023 5:30-8pm

Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

#### Saturday, October 28, 2023 10am-12:30pm

Marvin Braude Center 6262 Van Nuys Bl Van Nuys, CA 91401

All Metro meetings are held in ADA accessible facilities and are accessible by transit. ADA accommodations and interpretation services are available by calling 323.466.3876 or California Relay Service at 711 at least 72 hours in advance.

#### **Virtual Community Meetings**

Join us virtually to view a presentation on individual projects. These meetings will include a question-and-answer session and will offer Spanish interpretation.

#### Sepulveda Transit Corridor Project

Wednesday, November 1, 2023 – 6pm

Zoom Link: bit.ly/SepulvedaNov1 Call-in Number: 669.900.6833 Webinar ID: 828 7236 2799

Register Here



#### <u>I-405 Sepulveda Pass ExpressLanes</u>

Monday, October 30, 2023

12pm

Zoom Link: <a href="https://tinyurl.com/405EXP-1">https://tinyurl.com/405EXP-1</a>

Webinar ID: 899 7243 490

Wednesday, November 8, 2023

6pm

Zoom Link: <a href="https://tinyurl.com/405EXP-2">https://tinyurl.com/405EXP-2</a>

Webinar ID: 852 4516 8735

Sign up to receive project updates!

• https://www.metro.net/405expresslanes

• https://www.metro.net/sepulvedacorridor

• https://www.metro.net/projects/trafficreduction





## **Appendix G**Presentations

#### **Appendix G.1**

Sepulveda Community Meeting Presentation - English

#### **Appendix G2**

Sepulveda Community Meeting Presentation - Spanish

Appendix	<b>G.1</b>

Sepulveda Community Meeting Presentation - English









# Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit metro.net/gopass.



## **Safety Onboard**



Visit metro.net/transitwatch to learn more.





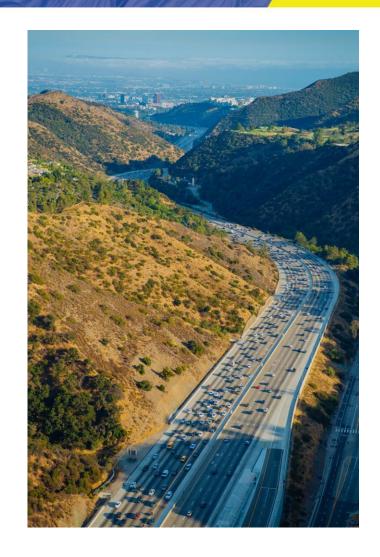
Metro has a plan to make it easier to get around.

The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.



## **Meeting Overview**

- Metro is pursuing three separate projects, each of which would independently address travel in the Sepulveda Pass and mountain range.
- > The Traffic Reduction Study, Sepulveda Transit Corridor, and I-405 Sepulveda Pass ExpressLanes Projects are each under study.
- > Today's presentation will focus on the Sepulveda Transit Corridor Project, including travel times and boardings for the six project alternatives.





## Our plan weaves efforts across four areas.

Better **Transit** 

Less Congestion

Complete Streets

Access to Opportunity

We're intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.







## **How to Submit Questions**

- > Thank you for joining us!
- > We look forward to hearing from you
- > You're welcome to submit questions regarding the Sepulveda Transit Corridor Project using a Q&A card
- > We'll answer as many questions as we can in the time available, focusing on questions of broadest interest
- > All questions (including those we aren't able to get to today) will be shared with the project team for their consideration





### Agenda

- > Welcome
- > Meeting Overview
- > Project Overview; Recap of Previous Meetings
- > Environmental Study
- > Project Alternatives
- > Travel Times
  - End-to-end & To Key Destinations
- > Boardings
  - Forecasting Boardings; Boardings by Alternative
- > Next Steps
- > Q&A





## Sepulveda Transit Corridor Project

The proposed Project will create a highquality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside.

### All alternatives would have:

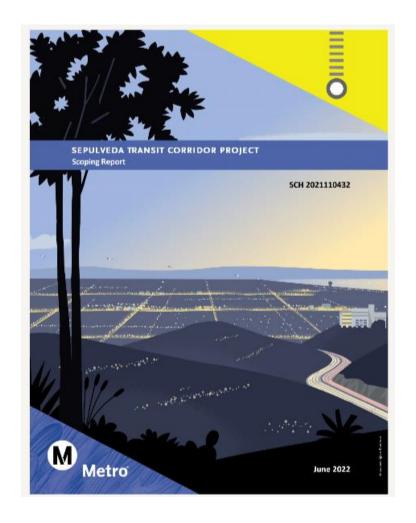
- > A northern terminus station near the Van Nuys Metrolink/Amtrak Station
- > A southern terminus station near the Metro E Line (Expo)





## Where We've Been & What We Heard: Scoping

- > **November 2021:** Study kick-off with Scoping
  - Overview of concepts being studied and environmental process
  - Three virtual scoping meetings, 550+ attendees
  - 3,100+ scoping comments received, focused on:
    - Support for or opposition to specific modes or alternatives
    - Environmental concerns, including cumulative impacts, transportation and traffic impacts, real estate and acquisitions, community and neighborhood impacts, and noise and vibration impacts
    - Equity concerns including access to educational, employment and medical resources
- > **June 2022:** Overview of the input received during scoping
  - Virtual update, 240 attendees

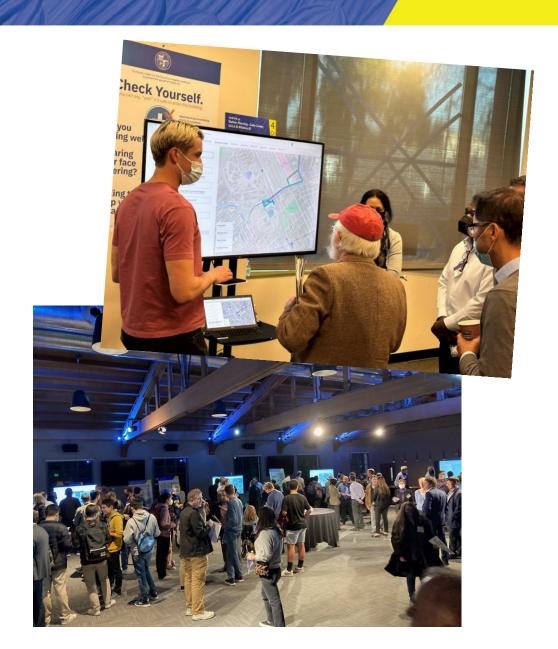


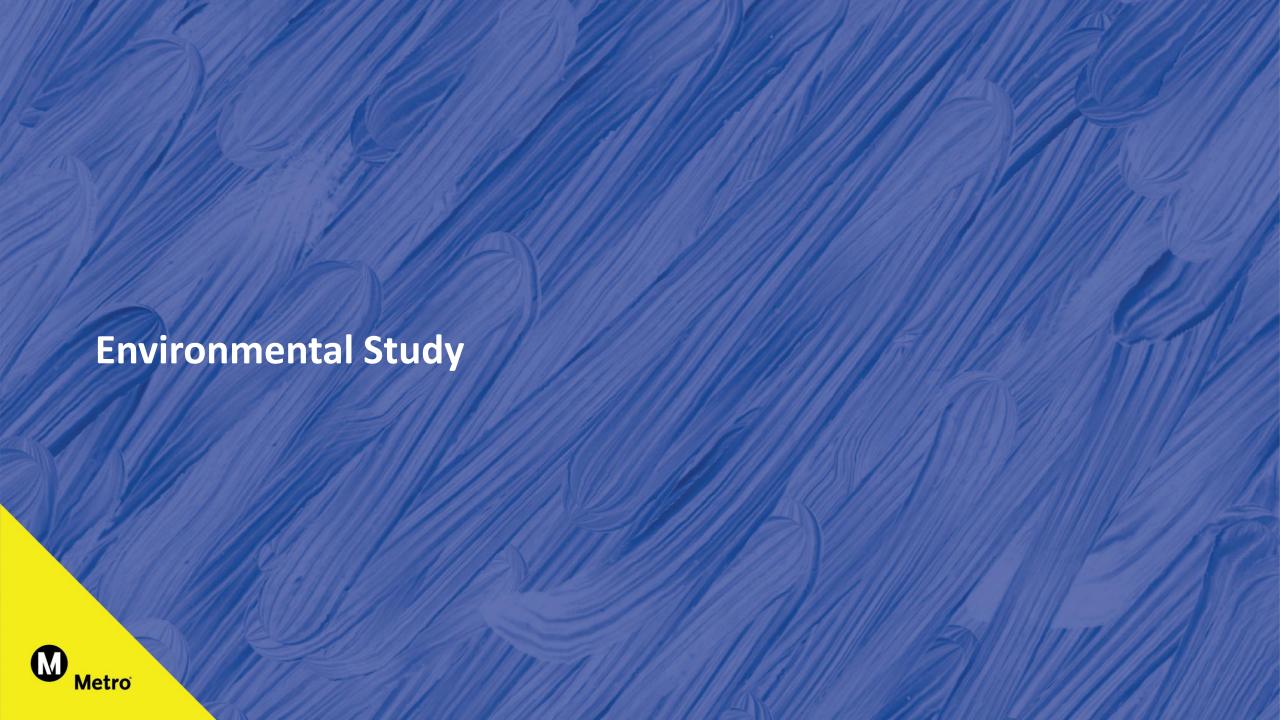


### Where We've Been & What We Heard: Station Locations

- > **January 2023:** Station Location Open Houses
  - Interactive information centers displaying proposed station locations, entrances and connections for all alternatives
  - Two in-person, one virtual open house; 500+ attendees
  - 1,800+ feedback forms received, focused on:
    - Interest in the heavy rail alternatives
    - Support for an on-campus UCLA station/stop
    - Questions about the monorail alternatives and electric bus/APM connections
    - Importance of connectivity with D Line and E Line stations

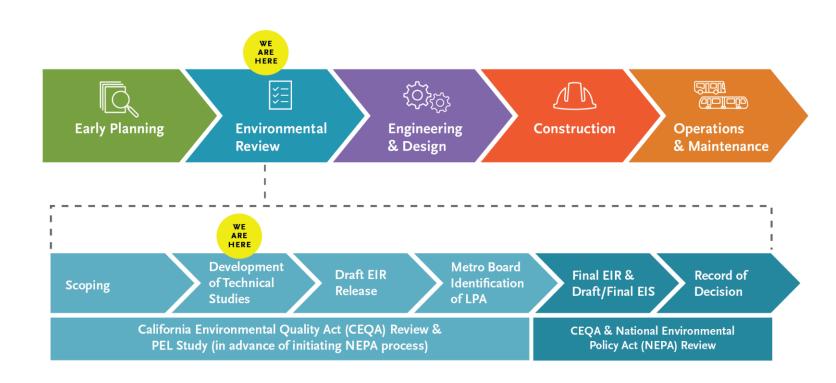






### **Environmental Review Process**

- Metro is continuing technical studies for the CEQA review and concurrently developing a PEL study in collaboration with FTA to provide coordination for the eventual NEPA process.
- > After the public release of the DEIR, the Metro Board will be asked to identify an LPA.
- Next, the FEIR and DEIS/FEIS will be prepared to complete CEQA and NEPA processes.

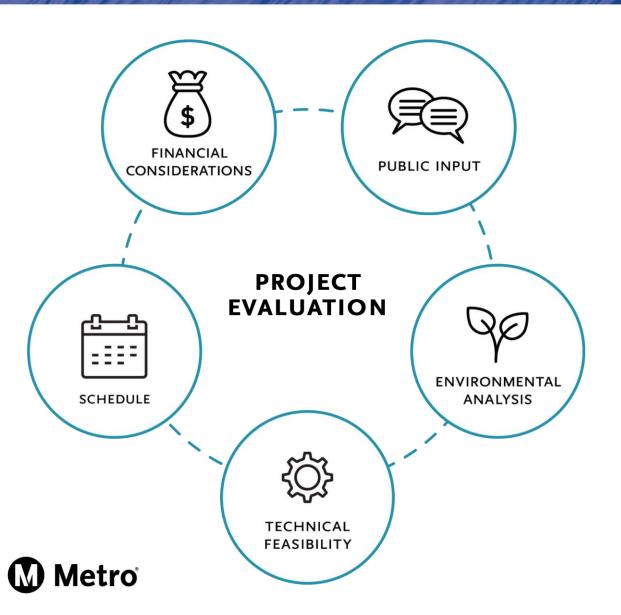


### **List of Acronyms**

CEQA	California Environmental Quality Act	FEIS	Final Environmental Impact Statement
DEIR	Draft Environmental Impact Report	FTA	Federal Transit Administration
DEIS	Draft Environmental Impact Statement	LPA	Locally Preferred Alternative
EIR	Environmental Impact Report	NEPA	National Environmental Policy Act
EIS	Environmental Impact Statement	PEL	Planning and Environmental Linkages
FEIR	Final Environmental Impact Report		



### **Project Evaluation Inputs**



## The environmental analysis is one component of Project Evaluation and will:

- > Evaluate the performance and benefits of the alternatives
- > Study potential impacts of construction, operation and maintenance
- > Identify cumulative impacts of the project on the environment
- Identify and assess potential mitigation measures to address potential significant adverse impacts

## Topics for environmental study include

- > Air Quality
- > Community and Neighborhood
- > Cumulative Impacts
- > Ecosystems and Biological Resources
- > Energy
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- > Greenhouse Gas Emissions
- > Growth Inducement
- Historic, Archeological, and Paleontological Resources

- > Land Use and Development
- > Noise and Vibration
- > Parklands and Community Facilities
- > Real Estate and Acquisition
- > Safety and Security
- > Transportation
- > Tribal Cultural Resources
- > Visual Quality and Aesthetics
- > Water Resources
- > Wildfire











































### **Project Alternatives Overview**

- Metro is studying six alternatives.
- A No Project alternative is also being considered, as required by CEQA.



#### Sepulveda Transit Corridor Alternative 2 (Monorail)



#### Sepulveda Transit Corridor

Alternative 3 (Monorail)



### Sepulveda Transit Corridor



#### Sepulveda Transit Corridor Alternative 5 (Heavy Rail)



#### Sepulveda Transit Corridor

Alternative 6 (Heavy Rail)





### **Current Status & What's Next**

### **Information being shared NOW**

- ✓ Performance of alternatives:
  - Travel times
    - End-to-end
    - To key destinations
  - Boardings:
    - Total for each alternative
    - Station boardings







## Information to be shared as it becomes available through the study

- ✓ Costs
- Impacts from construction & operations
- Associated mitigations
- ✓ Construction schedule
- ✓ Project benefits



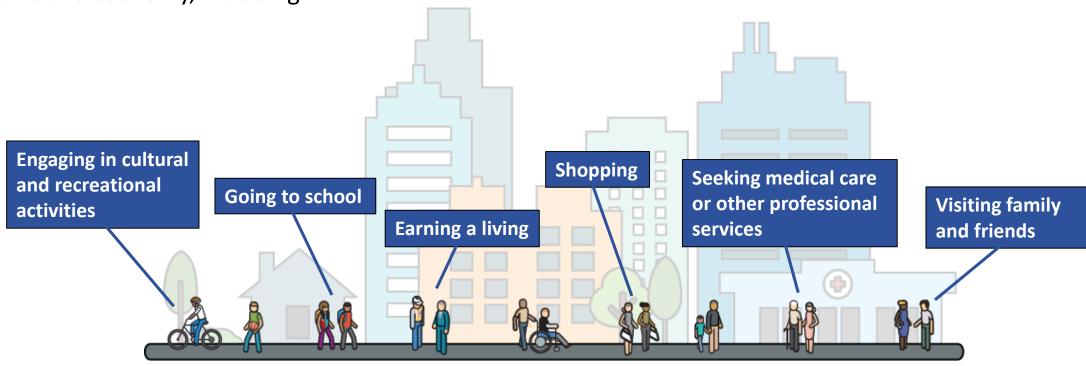






## Why focus on ridership and speed?

Transit is about more than moving people around. It also about helping people participate in society and the economy, including:

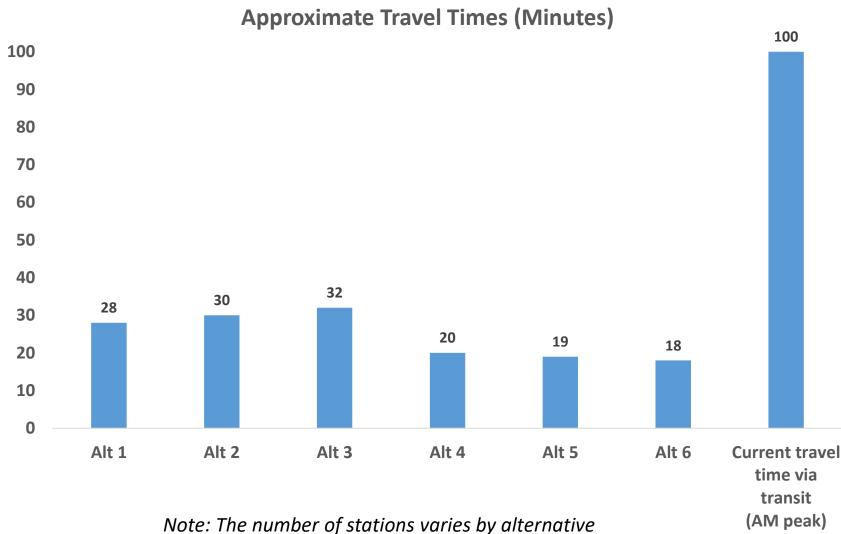


A successful transit system attracts high ridership because it moves people faster and more reliably so they can go about their lives with greater opportunities and more time to do so.



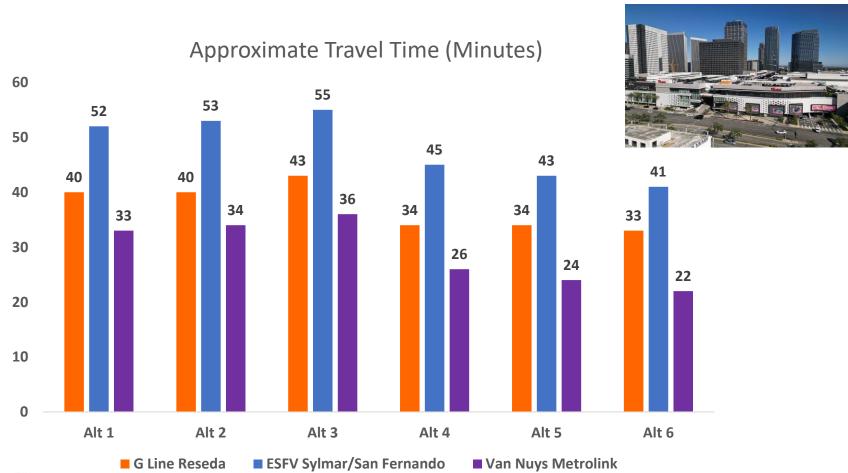


## **End-to-End (Van Nuys Metrolink to E Line) Travel Times**





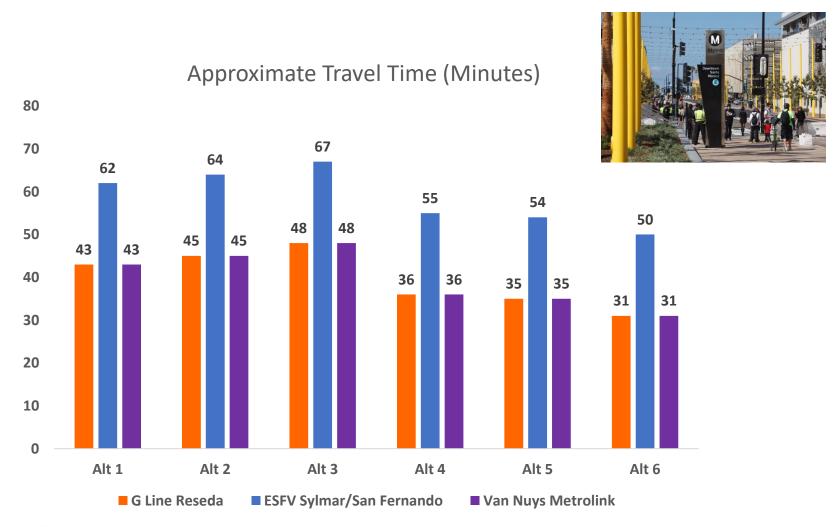
## **Travel Times to/from D Line Century City Station**







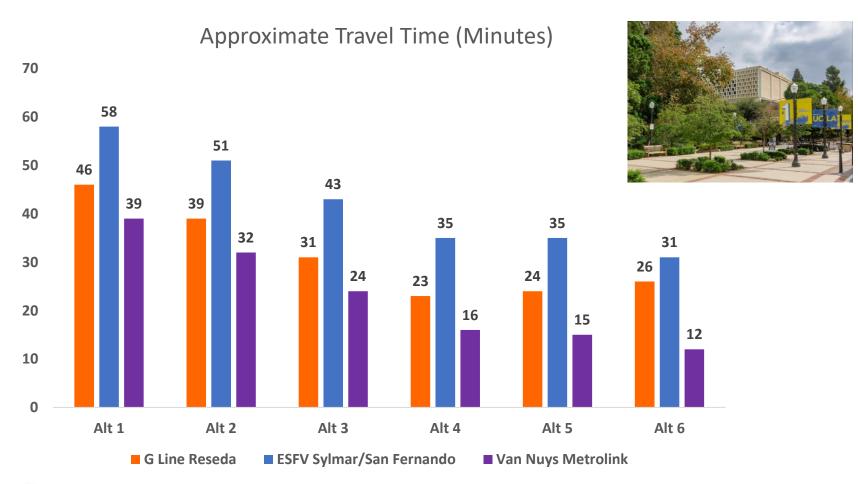
### **Travel Times to/from E Line Downtown Santa Monica Station**







## **Travel Times to/from UCLA Gateway Plaza**







## All Alternatives Offer Significant Travel Time Savings

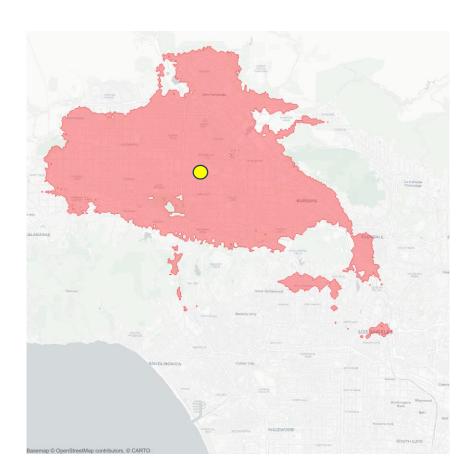
From Van Nuys Metrolink Station to	Current Travel Time by Car (AM Peak)  Google Maps	Projected Travel Time by Rail (all alternatives)	
UCLA Gateway Plaza	40-90 minutes	12-39 minutes	
D Line Century City Station	35-85 minutes	22-36 minutes	
E Line Santa Monica	45-100 minutes	31-48 minutes	



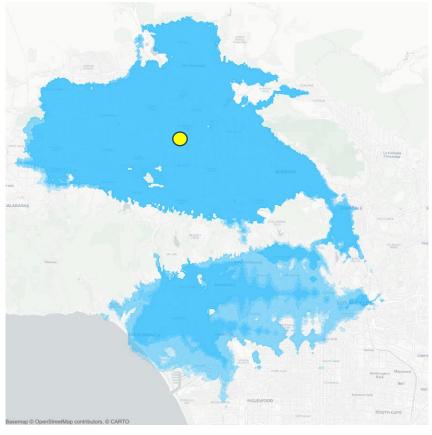


## Where you can go in 60 minutes via transit from: Van Nuys/Metrolink Station – AM peak

### **No Project**



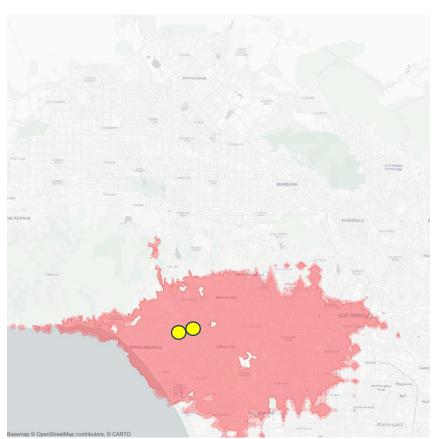
### **Project Alternatives**



The varying shades of blue reflect differences between the alternatives, with darker blue indicating more alternatives that reach a given location and lighter blue representing fewer alternatives reaching a given location.

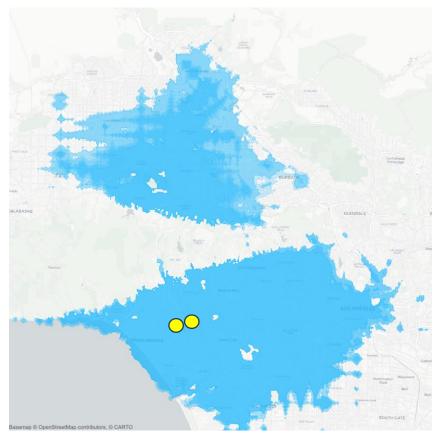
# Where You Can Go in 60 Minutes from: Expo/Bundy or Expo/Sepulveda station – PM peak

### **No Project**



## Metro

### **Project Alternatives**

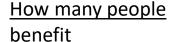


The varying shades of blue reflect differences between the alternatives, with darker blue indicating more alternatives that reach a given location and lighter blue representing fewer alternatives reaching a given location.



### **Ridership Forecasting Tells Us**







Who benefits from the transit system



How much they benefit



How people will access the transit system



Which destinations are most important to riders



Why people are making trips (e.g., work, school, shopping, etc.)

### Ridership forecasts inform the analysis of environmental impacts:



**Air Quality:** Transit ridership reduces air pollution by reducing driving



Climate Change: Transit ridership reduces greenhouse gas emissions



**Energy:** Transit ridership reduces energy usage



## How the Ridership Model is Developed

### **Development**

- Inputs based on Southern California Association of Governments (SCAG) Regional Model
- Reviewed by Federal Transit Administration
- Used on all Metro rail projects
- Forecasts 2045 conditions

### **Inputs**



2045 socioeconomic data (e.g., expected population, employment, and college enrollment throughout the region)



2045 transit network (e.g., commuter rail, heavy rail, light rail, bus)



2045 roadway network (e.g., freeways, carpool and ExpressLanes, arterials)



## **Factors that Affect Transit Ridership**

> Population, employment, college enrollment near stations





> Station parking



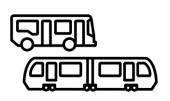
> Service frequency



> Station-to-station travel time



> Distance of required transfer(s) from another bus or rail line



> Number of transfers required to make a trip



> Transit fares

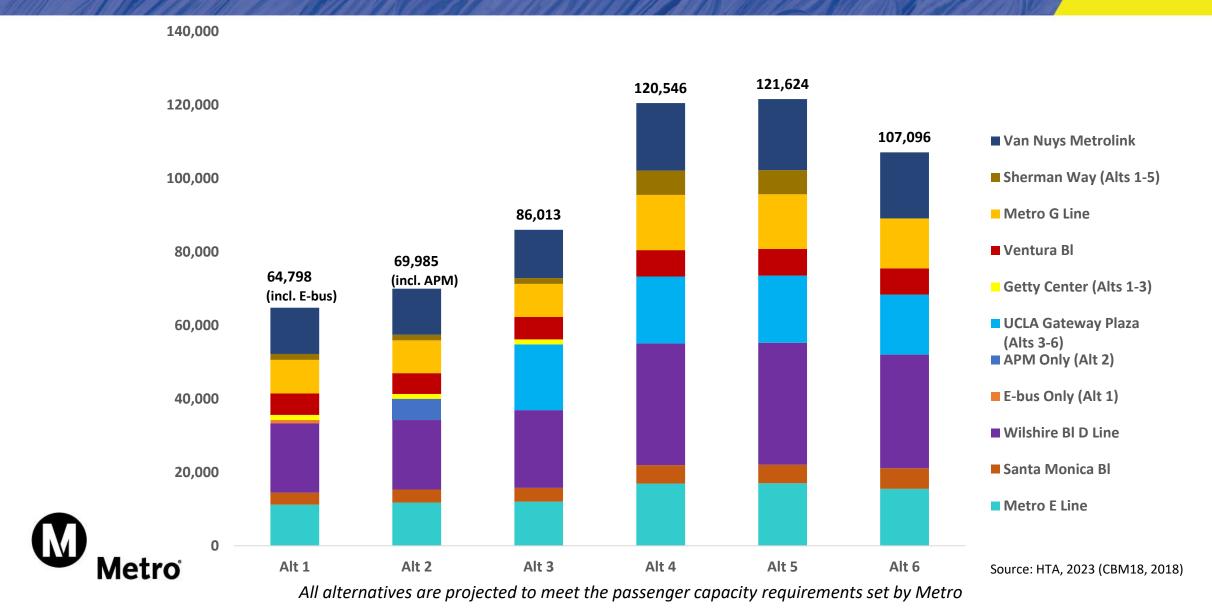


> Auto operating cost





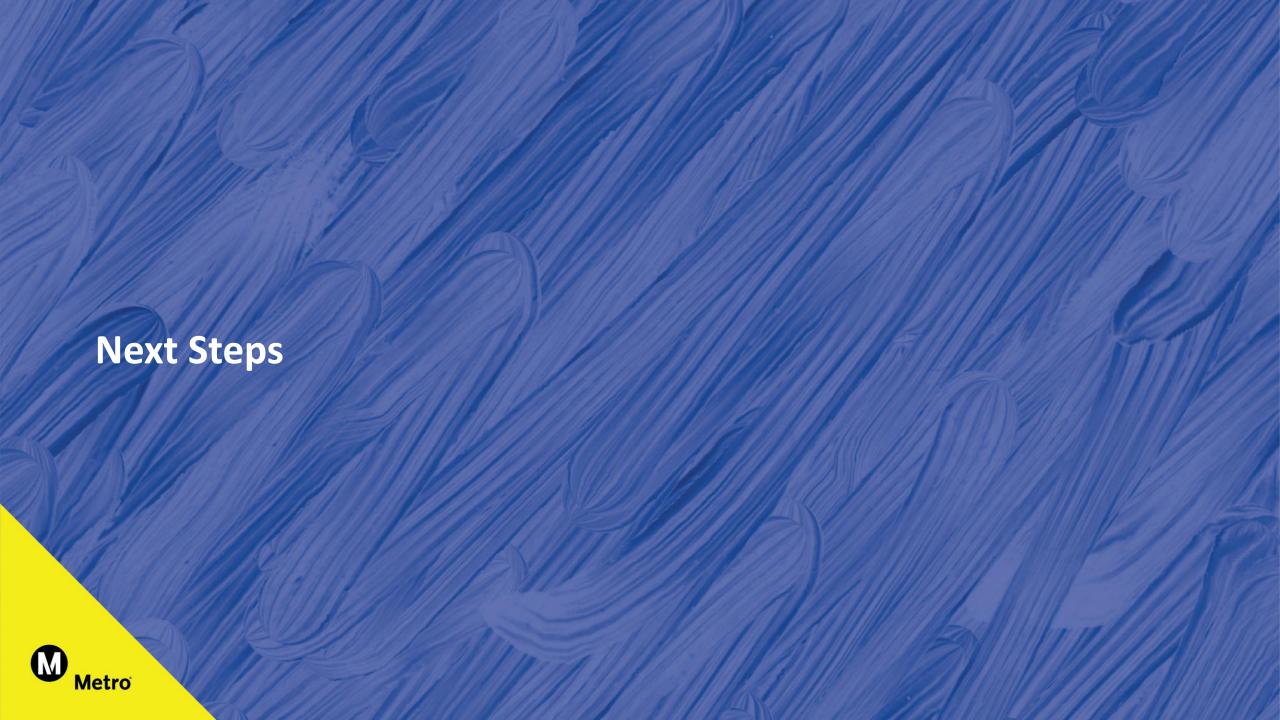
## **Average Weekday Boardings by Station**



## **Average Weekday Boardings by Station**

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Van Nuys Metrolink	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alts 1-5)	1,587	1,532	1,574	6,637	6,587	-
Metro G Line	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alts 1-3)	1,393	1,346	1,335	-	-	-
UCLA Gateway Plaza (Alts 3-6)	-	-	17,909	18,252	18,294	16,322
E-bus only (Alt 1)	900	-	-	-	-	-
APM only (Alt 2)	-	5,787	-	-	-	-
Wilshire Bl D Line	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Metro E Line	11,179	11,778	12,025	16,936	17,038	15,518

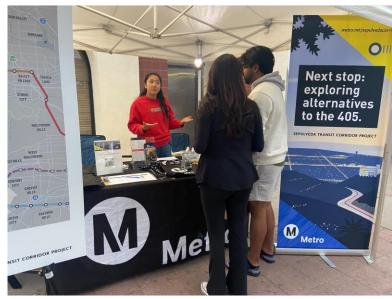




### **Next Steps**

- > Ongoing technical analysis of alternatives
- > Future community updates as new information becomes available
- > Future topics will include:
  - Cost estimates
  - Environmental impacts from construction and operations, including:
    - Traffic
    - Noise/vibration
    - Property
  - Mitigation measures
  - Construction schedule
  - Project benefits







### **Opportunities for Feedback**

Stakeholders are welcome to submit input!

- > For Sepulveda Transit Corridor (STC):
  - Using QR code, or
  - Via email at: sepulvedatransit@metro.net

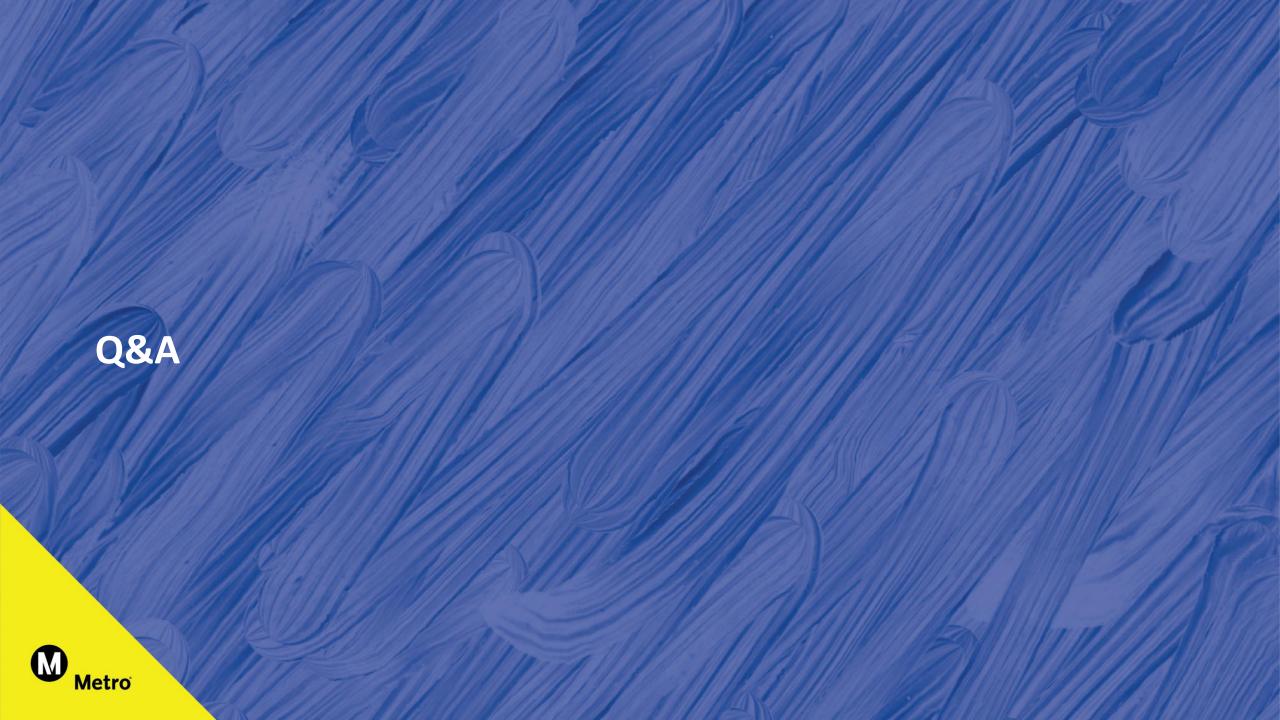
Please provide STC comments by Thursday, November 30, 2023



> For I-405 ExpressLanes: 405ExpressLanes@metro.net

> For Traffic Reduction Study: <u>trafficreduction@metro.net</u>





### **How to Submit Questions**

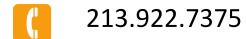
- > Thank you for joining us!
- > We look forward to hearing from you
- > You're welcome to submit questions regarding the Sepulveda Transit Corridor Project using a Q&A card
- > We'll answer as many questions as we can in the time available, focusing on questions of broadest interest
- > All questions (including those we can't get to today) will be shared with the project teams for their consideration



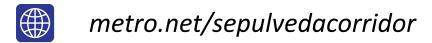


## **Stay Connected**









@metrolosangeles

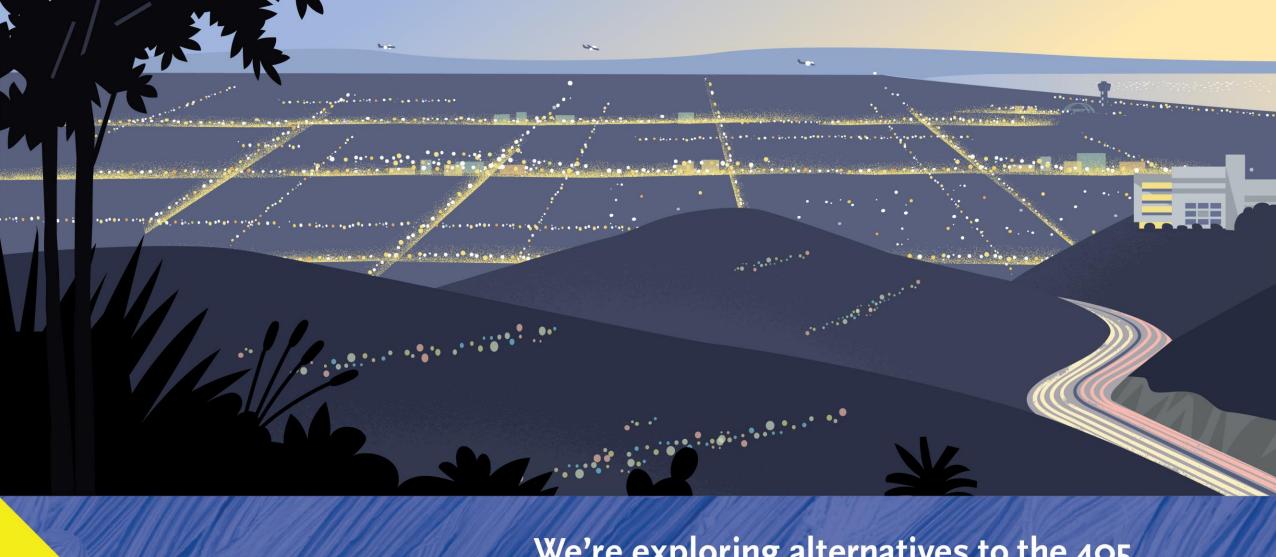
**f** losangelesmetro



Ap	pei	าdix	<b>G.2</b>

Sepulveda Community Meeting Presentation Spanish





We're exploring alternatives to the 405.
Estamos explorando alternativas para la 405.



SEPULVEDA TRANSIT CORRIDOR PROJECT

### Código de Conducta

Metro se compromete a garantizar que todos los participantes puedan compartir sus ideas, comentarios e inquietudes sobre este proyecto de manera justa y clara. Para brindar un proceso seguro y equitativo, les solicitamos su ayuda.

### Durante esta reunión, por favor:

- > Respete el formato de la reunión
- Trate a los miembros de la comunidad,
   representantes de las agencias, al personal de
   Metro y a otras personas con respeto
- > Dirija todos sus comentarios al personal y consultores de Metro.
- > Mantenga un tono conversacional





# ¡Transporte público gratuito para estudiantes con GoPass!

Los estudiantes de escuelas de K-12 y colegios comunitarios participantes viajan gratis en Metro y otras agencias de transporte público.

Para saber si su distrito está participando, comuníquese con su escuela o visite metro.net/gopass.



# **Seguridad A Bordo**



Visite metro.net/transitwatch para obtener más información.





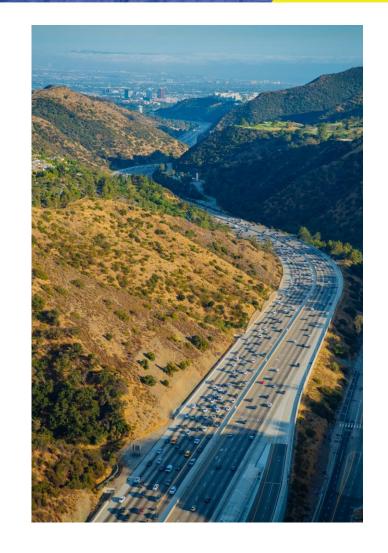
Metro tiene un plan para facilitar el desplazamiento. La barrera natural creada por la Sierra de Santa Monica hace que viajar entre el Valley y el Westside sea todo un desafío - y requerirá innovación y múltiples soluciones.



Metro

# Descripción General de la Reunión

- Metro está buscando llevar a cabo tres proyectos separados, cada uno de los cuales abordaría de forma independiente los viajes en el Sepulveda Pass y la cordillera.
- > El Estudio de Reducción de Tráfico, el Corredor de Transporte de Sepulveda y los ExpressLanes del Sepulveda Pass de la I-405 son proyectos que se encuentran bajo estudio.
- > La presentación de hoy se centrará en el Proyecto del Corredor de Transporte de Sepulveda, incluyendo los tiempos de viaje y abordajes para las seis alternativas del proyecto.





# Nuestro plan entrelaza esfuerzos en cuatro áreas.

Mejor Transporte Menos Congestión Calles Completas

Acceso a la Oportunidad

Estamos intencionalmente enfocados en eliminar las disparidades raciales y socioeconómicas y promover prácticas sostenibles en todo lo que hacemos.



Equidad



Sustentabilidad



# Cómo Enviar Preguntas y Comentarios

- > ¡Gracias por acompañarnos!
- > Quedamos a la espera de sus comentarios
- Puede hacer preguntas sobre el Proyecto del Corredor de Transporte de Sepulveda utilizando las tarjetas de Preguntas y Respuestas
- > Responderemos tantas preguntas como podamos en el tiempo que tengamos disponible, enfocándonos en las preguntas de mayor interés
- > Todas las preguntas (incluyendo aquellos que no hayamos podido responder el día de hoy) se compartirán con los equipos del proyecto para su consideración





# Agenda

- > Bienvenida
- > Descripción General de la Reunión
- > Descripción del Proyecto; Resumen de las Reuniones Anteriores
- > Estudio Ambiental
- > Alternativas del Proyecto
- > Tiempos de Viaje
  - De Extremo a Extremo y a Destinos Clave
- > Abordajes
  - Proyección de Abordajes; Abordajes por Alternativa
- > Próximos Pasos
- > Comentarios





# Proyecto del Corredor de Transporte de Sepulveda

El proyecto propuesto creará una alternativa de servicio de transporte de tren confiable y de alta calidad que conectará el San Fernando Valley y el Westside.

#### Todas las alternativas tendrían:

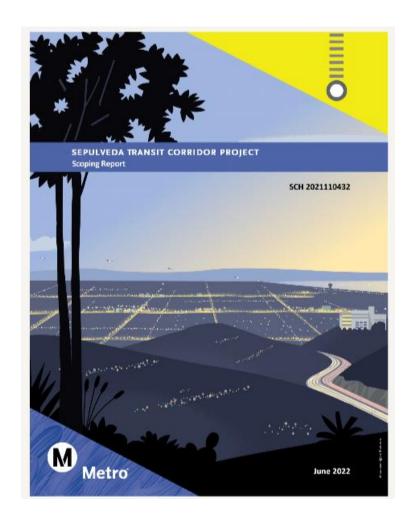
- > Una estación terminal norte cerca de la estación de Van Nuys Metrolink/Amtrak
- Una estación terminal sur cerca de la Línea E (Expo) de Metro





## En Donde Hemos Estado y Lo Que Hemos Escuchado: Alcance

- > **Noviembre de 2021**: Arranque del Estudio con el Alcance
  - Resumen de los conceptos que están siendo estudiados y el proceso ambiental.
  - Tres reuniones virtuales de alcance, más de 550 asistentes
  - Se recibieron más de 3,100 comentarios de alcance, centrados en:
    - Apoyo u oposición a alternativas o modos específicos
    - Preocupaciones ambientales, incluyendo impactos
      acumulativos, impactos en el transporte y tráfico, bienes raíces
      y adquisiciones, impactos en la comunidad y el vecindario, e
      impactos por ruido y vibraciones.
    - Preocupaciones de equidad, incluyendo el acceso a recursos educativos, laborales y médicos.
- > Junio de 2022: Resumen de los comentarios recibidos durante el alcance
  - Actualización virtual, 240 asistentes

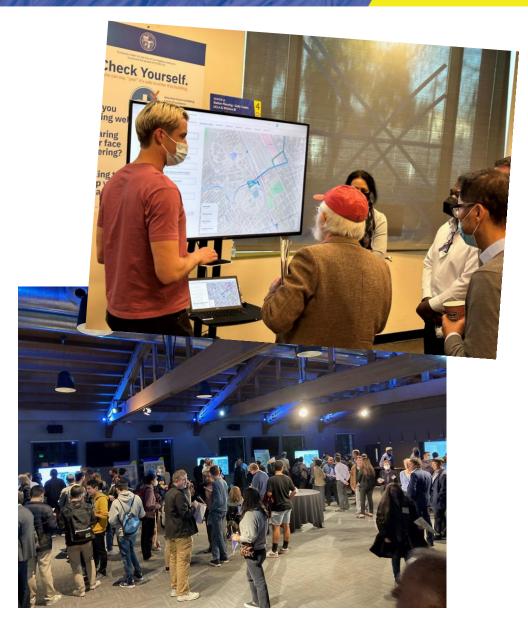




# En Donde Hemos Estado y Lo Que Hemos Escuchado: Ubicaciones de las Estaciones

- > Enero de 2023: Sesiones de Puertas Abiertas
  - Centros de información interactivos que muestran las ubicaciones, entradas y conexiones de las estaciones propuestas para todas las alternativas.
  - Dos sesiones de puertas abiertas presenciales y una virtual; más de 500 asistentes
  - Se recibieron más de 1,800 formularios de comentarios, centrados en:
    - Interés por las alternativas de tren pesado
    - Apoyo a una estación/parada en las instalaciones de UCLA
    - Preguntas sobre las alternativas de monorriel y conexiones con autobuses eléctricos/Transportador de Personas Automatizado (APM)
    - Importancia de la conectividad con las estaciones de la Línea D y E

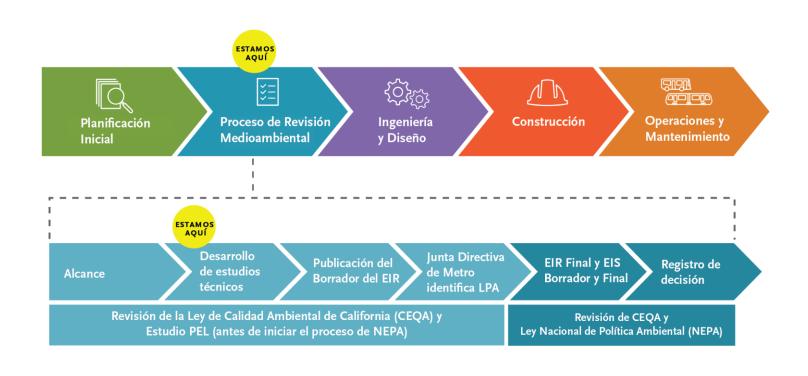




## Proceso de Revisión Ambiental

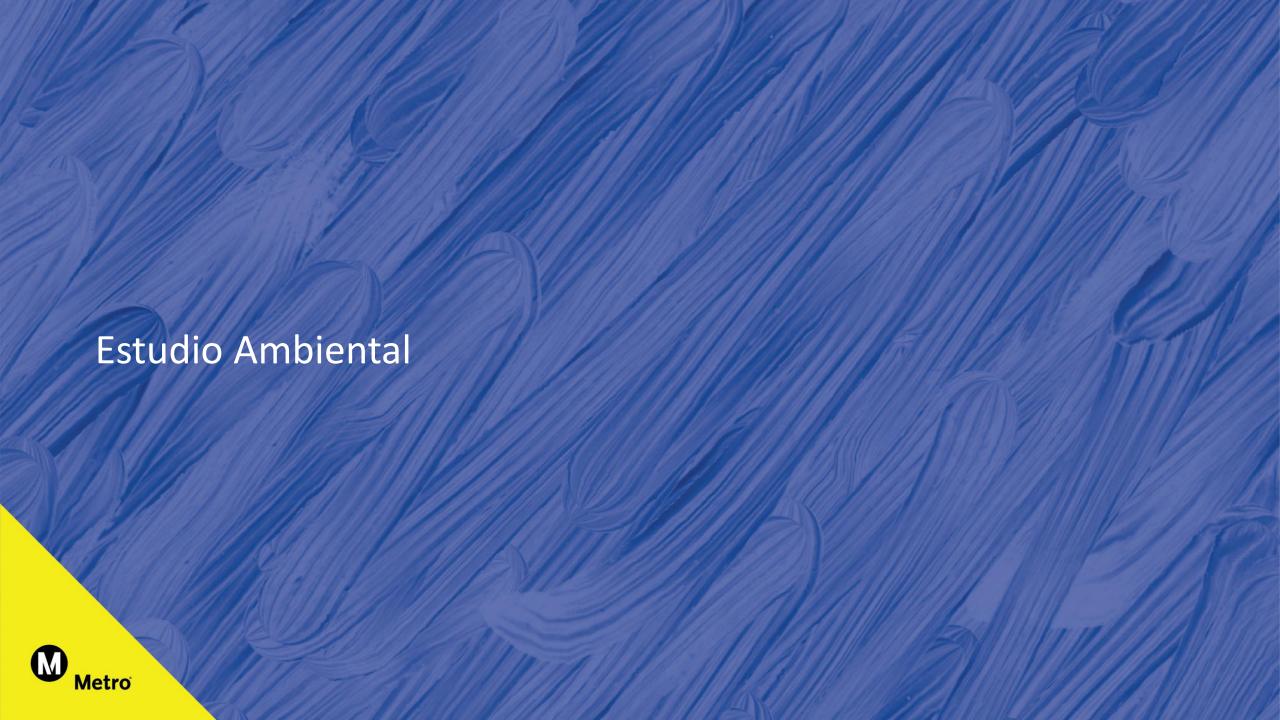
- Metro continúa realizando los estudios técnicos para la revisión de CEQA y al mismo tiempo está realizando un estudio PEL en colaboración con la FTA para proporcionar la coordinación necesaria para el eventual proceso NEPA.
- Después de la publicación del DEIR, se le pedirá a la Junta de Metro que identifique una LPA.
- > Posteriormente, el FEIR y el DEIS/FEIS serán preparados para completar los procesos de CEQA y NEPA.





#### Lista de Acrónimos

CEQA	Ley de Calidad Ambiental de California	FEIS	Declaración de Impacto Ambiental Final
DEIR	Borrador del Informe de Impacto Ambiental	FTA	Administración Federal de Transporte
DEIS	Borrador de la Declaración de Impacto Ambiental	LPA	Alternativa Localmente Preferida
EIR	Informe de Impacto Ambiental	NEPA	Ley Nacional de Política Ambiental
EIS	Declaración de Impacto Ambiental	PEL	Planeación y Vinculación Ambiental
FEIR	Informe de Impacto Ambiental Final		



# Aportes de la Evaluación del Proyecto



# El análisis ambiental es un componente de la Evaluación del Proyecto y:

- Evaluará el desempeño y beneficios de las alternativas
- > Estudiará los posibles impactos de la construcción, operación y mantenimiento
- > Identificará los impactos acumulativos del proyecto en el medio ambiente
- Identificará y evaluará posibles medidas de mitigación para abordar posibles impactos adversos significativos



# Los temas para el estudio ambiental incluyen

- > Calidad del Aire
- > Comunidad y Vecindario
- Ecosistemas y Recursos Biológicos
- > Energía
- Peligros Geotécnicos, Subterráneos y Sísmicos y Materiales Peligrosos
- > Emisiones de Gases de Efecto Invernadero
- > Incentivo al Crecimiento
- Recursos Históricos, Arqueológicos y
   Paleontológicos

- > Uso de Suelo y Desarrollo
- > Ruido y Vibración
- > Parques e Instalaciones Comunitarias
- > Bienes Raíces y Adquisiciones
- > Seguridad y Protección
- > Transporte
- > Recursos Culturales Tribales
- > Calidad Visual y Estética
- > Recursos Hídricos
  - **Incendios Forestales**











































# Descripción General de las Alternativas del Proyecto

- Metro está estudiando seis alternativas.
- También se está considerando una alternativa de Ningún Proyecto, según lo exige CEQA.

# Sepulveda Transit Corridor Alternative 1 (Monorail) More Rai Lines & Stations More During Lines Sepulveda Transit Corridor Alternative 1 (Monorail) More During Stations More During Lines Sepulveda Transit Corridor More During Stations More During Stations More During Stations More During Stations More Controvers Sepulveda Transit Corridor Sepulveda Transit Corridor More During Stations More Controvers Sepulveda Transit Corridor More During Stations More Controvers More Controvers

# Sepulveda Transit Corridor Alternative 2 (Monorail) Metro But Lines & Stations On Metro Bussays & St

# Metro Roal Lines & Stations Will Table 1 Lines & Stations Wi

Sepulveda Transit Corridor Alternative 4 (Heavy Rail)



Sepulveda Transit Corridor



Sepulveda Transit Corridor

Sepulveda Transit Corridor





# Estado Actual y Qué Sigue

# Información que se está compartiendo AHORA

- ✓ Desempeño de las alternativas:
  - Tiempos de viaje
    - De extremo a extremo
    - A destinos clave
  - Abordajes:
    - Totales para cada alternativa
    - Abordajes en la estación



- ✓ Costos
- ✓ Impactos de la construcción y operación
- ✓ Mitigaciones asociadas
- ✓ Horario de la construcción
- Beneficios del proyecto









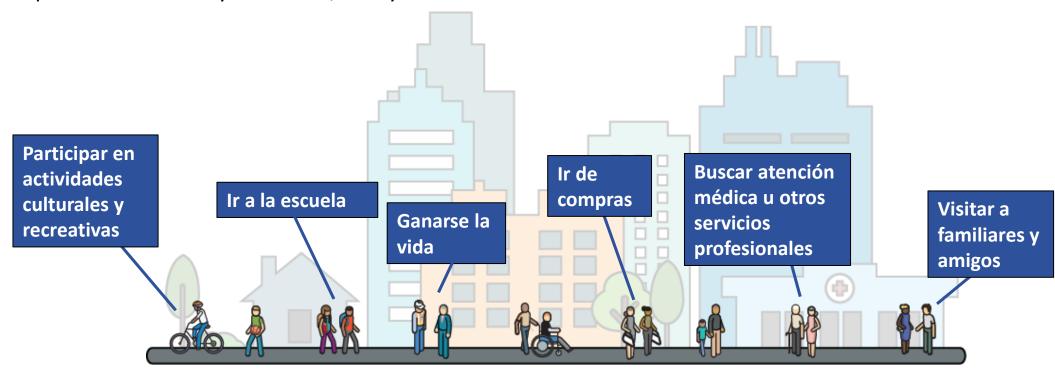






# ¿Por qué centrarse en el número de pasajeros y velocidad?

El transporte público es más que solo desplazar a personas. También es para ayudar a las personas a participar en la sociedad y economía, incluyendo:





Un sistema de transporte exitoso atrae un gran número de pasajeros porque transporta a las personas de manera más rápida y confiable para que puedan vivir sus vidas con mayores oportunidades y tener más tiempo para hacerlo.



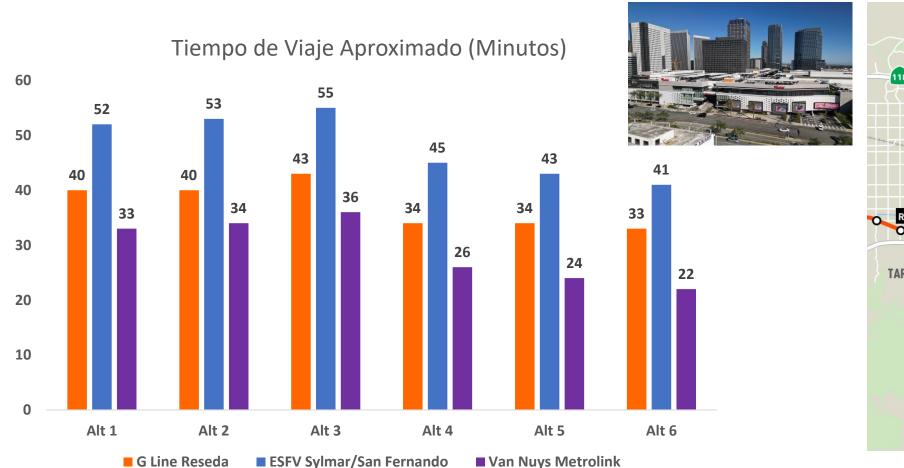
## Tiempos de Viaje de Extremo a Extremo (Van Nuys Metrolink a la Línea E)

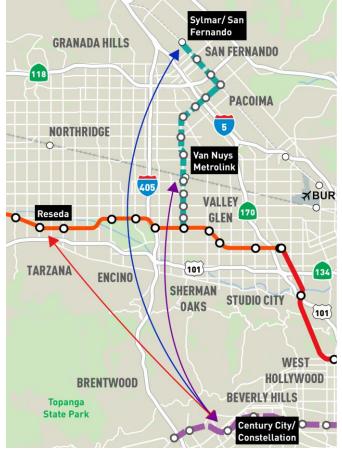




Nota: La cantidad de estaciones varía según la alternativa.

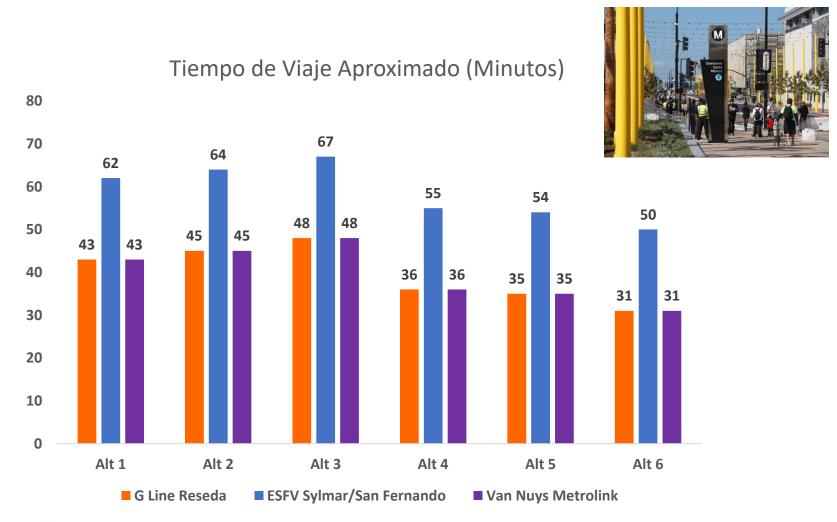
## Tiempos de Viaje hacia/desde la Estación Century City de la Línea D







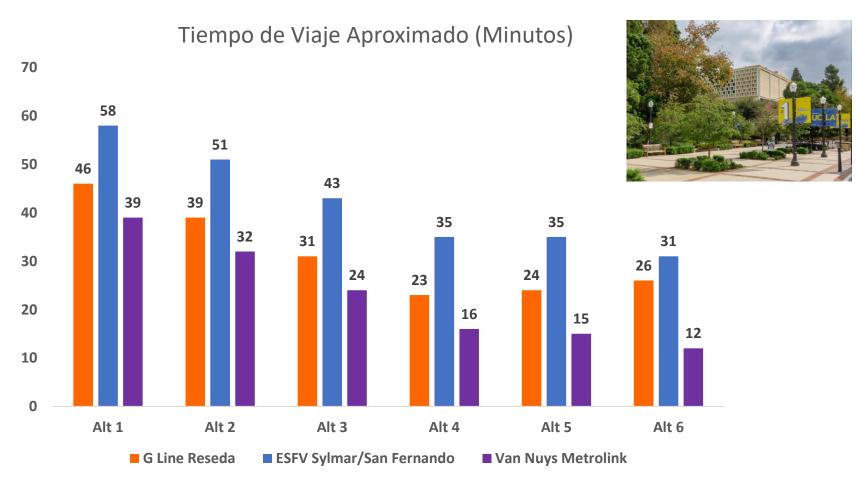
# Tiempos de viaje hacia/desde la Estación Downtown Santa Monica de la Línea E







# Tiempos de Viaje hacia/desde UCLA Gateway Plaza







### Todas las Alternativas Ofrecen Importantes Ahorros en el Tiempo de Viaje

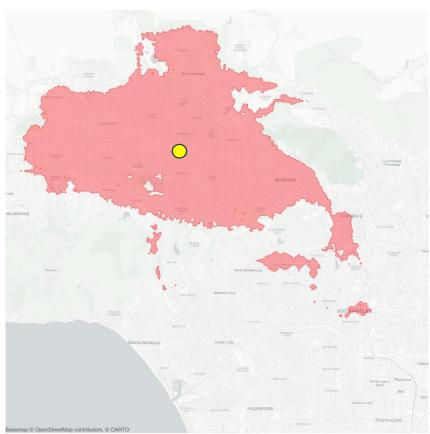
Desde la Estación de Van Nuys de Metrolink a	Tiempo de Viaje Actual en Coche (Horas Pico AM) Google Maps	Tiempo de Viaje Proyectado en Tren (todas las alternativas)		
UCLA Gateway Plaza	40-90 minutos	12-39 minutos		
Estación Century City de la Línea D	35-85 minutos 22-36 minutos			
Línea E Santa Monica	45-100 minutos	31-48 minutos		





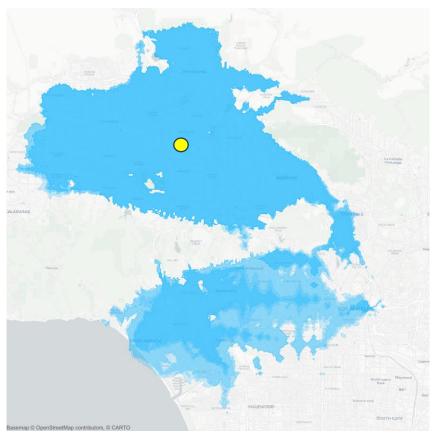
# A dónde puede ir en 60 minutos en transporte público desde: Estación de Van Nuys/Metrolink – horas pico AM

#### **Ningún Proyecto**



# Metro

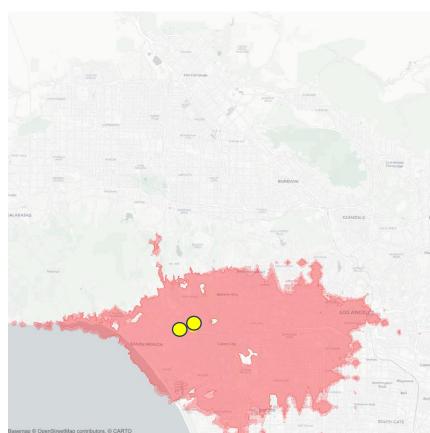
#### Alternativas de Construir



Los distintos tonos de azul reflejan las diferencias entre las alternativas: el azul más oscuro indica más alternativas que llegan a una ubicación determinada y el azul más claro representa menos alternativas que llegan a una ubicación determinada.

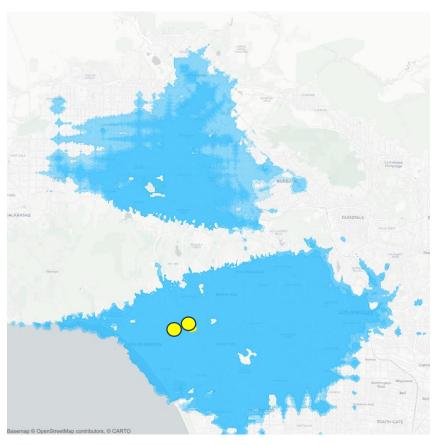
# A Donde Puede Ir en 60 Minutos en Transporte Público Desde: La Estación Expo/Bundy o Expo/Sepulveda – horas pico PM

#### **Ningún Proyecto**



# Metro

#### **Alternativas de Construir**



Los distintos tonos de azul reflejan las diferencias entre las alternativas: el azul más oscuro indica más alternativas que llegan a una ubicación determinada y el azul más claro representa menos alternativas que llegan a una ubicación determinada.



# La Proyección del Número de Pasajeros Nos Dice



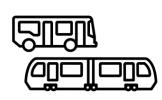
<u>Cuánta gente</u> se beneficia



Quien se beneficia del sistema de transporte público



Qué tanto se benefician



<u>Cómo</u> la gente accederá al sistema de transporte público



Cuáles destinos son los más importantes para los pasajeros



Por qué la gente se desplaza (por ejemplo, ir al trabajo, la escuela, hacer compras, etc.)

#### Las proyecciones de la cantidad de pasajeros informan el análisis de los impactos ambientales:



Calidad del Aire: El uso del transporte público reduce la contaminación del aire al reducir la conducción de vehículos



Cambio Climático: El uso del transporte público reduce las emisiones de gases de efecto invernadero



**Energía:** El uso del transporte público reduce el consumo de energía



# Cómo se Elabora el Modelo de Número de Pasajeros

#### Elaboración

- Aportes basados en el Modelo Regional de la Asociación de Gobiernos del Sur de California (SCAG)
- Revisado por la Administración Federal de
- Transporte
- Utilizado en todos los proyectos de trenes de Metro
- Proyecta las condiciones para 2045

#### **Aportes**



Datos socioeconómicos para 2045 (por ejemplo, población esperada, empleo y matriculaciones en la universidad en toda la región)



Red de transporte para 2045 (p. ej., tren de cercanías, tren pesado, tren ligero, autobús)



Red de carreteras para 2045 (p. ej., autopistas, viajes compartidos y ExpressLanes, arterias)



## Factores que Afectan el Número de Pasajeros en Transporte Público

> Población, empleo, matriculación universitaria cerca de las estaciones



> Estacionamiento en la estación



> Frecuencia del servicio



> Tiempo de viaje de estación a estación



 Distancia de los transbordos requeridos desde otra línea de autobús o tren



 Número de transbordos requeridos para hacer un viaje



> Tarifas de transporte público

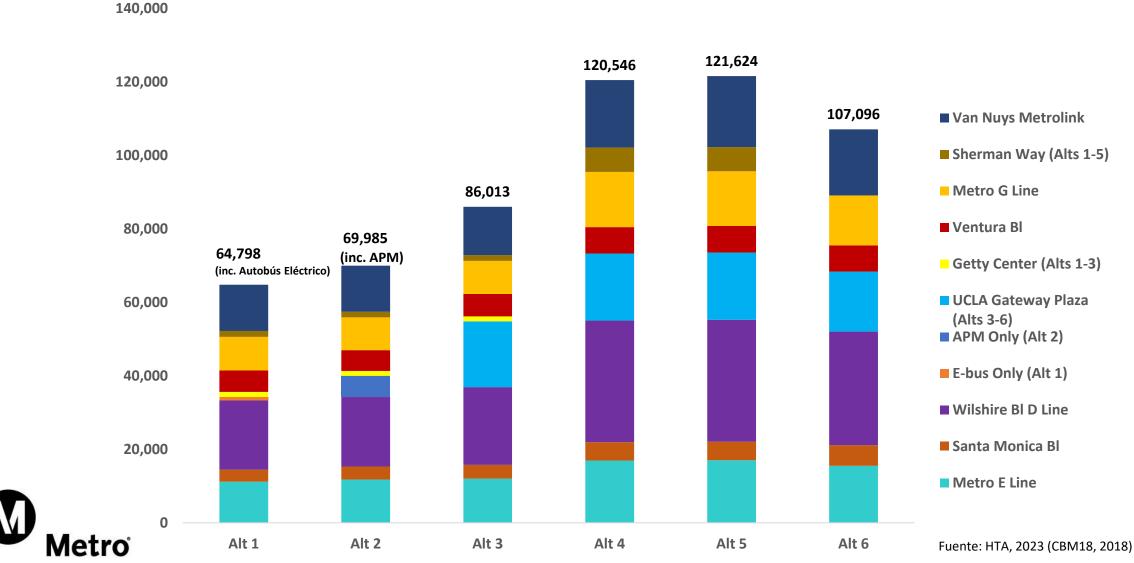


> Costo de operación de automóviles





# Promedio de Abordajes entre Semana por Estación



Según las proyecciones, todas las alternativas cumplirán con los requisitos de capacidad de pasajeros establecidos por Metro

# Promedio de Abordajes entre Semana por Estación

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6
Metrolink de Van Nuys	12,583	12,531	13,140	18,385	19,338	17,983
Sherman Way (Alt 1-5)	1,587	1,532	1,574	6,637	6,587	
Línea G de Metro	9,172	8,906	9,021	15,026	14,900	13,568
Ventura Bl	5,837	5,665	6,090	7,176	7,206	7,163
Getty Center (Alt 1-3)	1,393	1,346	1,335	-	-	-
UCLA Gateway Plaza (Alt 3-6)	-	-	17,909	18,252	18,294	16,322
Solo Autobús Eléctrico (Alt 1)	900	-	-	-	-	-
Solo APM (Alt 2)	-	5,787	-	-	-	-
Wilshire Bl Línea D	18,877	18,880	21,161	33,133	33,237	30,917
Santa Monica Bl	3,271	3,560	3,758	5,001	5,024	5,625
Línea E de Metro	11,179	11,778	12,025	16,936	17,038	15,518





### **Próximos Pasos**

- > Análisis técnico continuo de alternativas
- Actualizaciones comunitarias futuras a medida que hay nueva información disponible
- > Los futuros temas incluirán:
  - Estimación de costos
  - Impactos ambientales de la construcción y operaciones, incluyendo:
    - Tráfico
    - Ruido y Vibración
    - Propiedad
  - Medidas de mitigación
  - Cronograma de la construcción
  - Beneficios del proyecto







# **Oportunidades para Hacer Comentarios**

¡Las partes interesadas pueden enviar comentarios!

- > Para el Corredor de Transporte de Sepulveda:
  - Usando el código QR o
  - vía correo electrónico a sepulvedatransit@metro.net

Proporcione comentarios de STC antes del **jueves 30 de noviembre de 2023** 



- > Para los ExpressLanes de la I-405: 405ExpressLanes@metro.net
- > Para el Estudio de Reducción de Tráfico: trafficreduction@metro.net





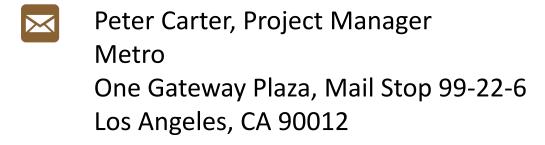
## **Cómo Enviar Preguntas**

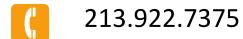
- > ¡Gracias por acompañarnos!
- > Quedamos a la espera de sus comentarios
- Puede hacer preguntas sobre el Proyecto del Corredor de Transporte de Sepulveda utilizando las tarjetas de Preguntas y Respuestas
- Responderemos tantas preguntas como podamos en el tiempo que tengamos disponible, enfocándonos en las preguntas de mayor interés
- > Todas las preguntas (incluyendo aquellas que no hayamos podido responder el día de hoy) se compartirán con los equipos del proyecto para su consideración





# Manténgase en Contacto









@metrolosangeles

**f** losangelesmetro





# **Appendix H**Collateral Materials

**Appendix H.1** 

Open House Guide - English

**Appendix H.2** 

Open House Guide - Spanish

**Appendix H.3** 

Comment Card - English

**Appendix H.4** 

Comment Card - Spanish

**Appendix H.5** 

**Question Card - English** 

**Appendix H.6** 

**Question Card - Spanish** 

**Appendix H.7** 

Project Fact Sheet - English

**Appendix H.8** 

Project Fact Sheet - Spanish

Open House Guide - English

# Community Update Meetings October 24, 2023 and October 28, 2023

I-405 Sepulveda Pass ExpressLanes; Traffic Reduction Study; Sepulveda Transit Corridor Meeting Guide



### Visit each station to learn about each project.





### Metro Has a Plan

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.

- > Environmental Review Video
- > Nearby Projects Overview



### **Traffic Reduction Study**

This project is in the feasibility study phase. We anticipate submitting the feasibility study and recommendations to the Metro Board for consideration in the first half of 2024. If the board advances recommendations, the project would move into more detailed environmental review.

- > Learn about how Metro is studying managing travel demand through congestion pricing, providing more highquality transportation options and offering low-income assistance programs
- > Learn about the three potential pilot concepts



### I-405 Sepulveda Pass ExpressLanes

The project is in the environmental review phase. Forecasted opening is in 2030.

- > Learn about the project schedule
- > View maps
- > Learn the latest on the environmental technical studies



### **Sepulveda Transit Corridor**

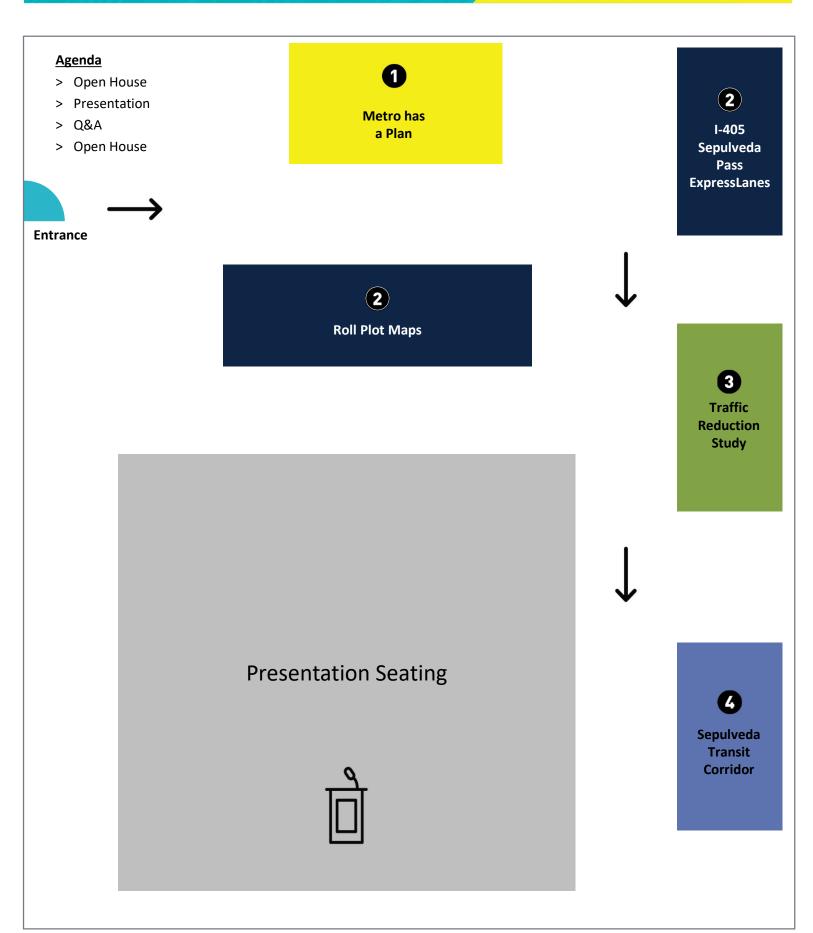
The project is in the environmental review phase. Forecasted opening is in 2033-2035.

- > View project alternatives and station location maps
- > Learn about projected travel times and boardings for all alternatives
- > Hear about next steps



### **General Meeting Layout**





### STAY CONNECTED

### 1-405 SEPULVEDA PASS EXPRESSLANES

- Alice Tolar, Project Manager
  Metro
  One Gateway Plaza, MS 99-11-1
  Los Angeles, CA 90012
- 213.922.4860
- 405expresslanes@metro.net
- metro.net/405expresslanes

### TRAFFIC REDUCTION STUDY

- Mark Vallianatos, Project Manager Metro
  One Gateway Plaza, MS 99-25-1
  Los Angeles CA 90012
- 213.922.4055
- trafficreduction@metro.net
- metro.net/trafficreduction

### SEPULVEDA TRANSIT CORRIDOR

- Peter Carter, Project Manager Metro
  One Gateway Plaza, MS 99-22-6
  Los Angeles CA 90012
- 213.922.7375
- sepulvedatransit@metro.net
- metro.net/sepulvedacorridor

Open House Guide - Spanish

# Reuniones de Actualizaciones Comunitarias 24 de octubre de 2023 y 28 de octubre de 2023

ExpressLanes del Paso de Sepulveda por la I-405; Estudio de Reducción de Tráfico; Corredor de Transporte de Sepulveda
Guía de la reunión



### Visite cada estación para conocer cada proyecto.





### Metro tiene un plan

Metro tiene un plan para facilitar el desplazamiento. La barrera natural creada por las Montañas de Santa Monica hace que viajar entre el Valle y el Westside sea complejo y difícil, requiriendo así innovación y múltiples soluciones.

- > Video de la Revisión Ambiental
- > Descripción General de Proyectos Cercanos



### Estudio de Reducción de Tráfico

Este proyecto se encuentra en la fase de estudio de viabilidad. Tenemos previsto presentar el estudio de viabilidad y las recomendaciones a la Junta Directiva de Metro para su consideración en la primera mitad de 2024. Si la junta decide avanzar con las recomendaciones, el proyecto pasaría a una revisión ambiental más detallada.

- > Conocer cómo Metro está estudiando gestionar la demanda de viajes a través de tarifas de congestión, brindando más opciones de transporte de alta calidad y ofreciendo programas de asistencia para personas de bajos ingresos.
- Conocer los tres posibles conceptos piloto (Montañas de Santa Mónica, Centro de Los Angeles, I-10)



### ExpressLanes del Paso de Sepulveda por la I-405

El proyecto se encuentra en la fase de revisión ambiental. La apertura prevista es para el 2030.

- > Conocer el cronograma del Proyecto
- > Ver mapas
- > Conocer lo más reciente sobre los estudios técnicos ambientales



### Corredor de Transporte de Sepulveda

El proyecto se encuentra en la fase de revisión ambiental. La apertura prevista es para el 2033-2035.

- > Ver las alternativas del proyecto y mapas de las ubicaciones de las estaciones.
- > Conocer los tiempos de viaje y abordajes proyectados para todas las alternativas.
- > Conocer los próximos pasos



### Mapa de Disposición de la Reunión



### <u>Agenda</u>

- > Puertas Abiertas
- > Presentación
- > Sesión de preguntas y respuestas inmediatamente después de la presentación
- > Puertas abiertas después de la sesión preguntas y respuestas hasta las 8 p.m.

0

Metro tiene un plan ExpressLanes del Paso de

del Paso de Sepulveda por la I-405

**Entrada** 



2

Mapas



Estudio de Reducción de Tráfico

Asientos de Presentación



4

Corredor de Transporte de Sepulveda

### MANTÉNGASE CONECTADO

### **EXPRESSLANES DEL PASO DE SEPULVEDA POR LA 1-405**

- Alice Tolar, Gerente de Proyecto Metro
  One Gateway Plaza, MS 99-11-1
  Los Angeles, CA 90012
- 213.922.4860
- 405expresslanes@metro.net
- metro.net/405expresslanes

### ESTUDIO DE REDUCCIÓN DE TRÁFICO

- Mark Vallianatos, Gerente de Proyecto Metro
  One Gateway Plaza, MS 99-25-1
  Los Angeles CA 90012
- 213.922.4055
- trafficreduction@metro.net
- metro.net/trafficreduction

### **CORREDOR DE TRANSPORTE DE SEPULVEDA**

- Peter Carter, Gerente de Proyecto Metro
  One Gateway Plaza, MS 99-22-6
  Los Angeles CA 90012
- 213.922.7375
- sepulvedatransit@metro.net
- metro.net/sepulvedacorridor

Comment Card - English

# Next stop: your feedback.



DATE:	LOCATION:	
MY FEEDBACK IS REGARDING: 1-405 ExpressLanes	☐ Sepulveda Transit Corridor	☐ Traffic Reduction Study
AME		
RGANIZATION		
HONE		
MAIL		
MAILING ADDRESS		
ITY, STATE, ZIP		
Metro  Next stop: your feed	back.	OIII
Next stop: your feed		OIIII
Metro  Next stop: your feed	back.  LOCATION:  ☐ Sepulveda Transit Corridor	☐ Traffic Reduction Study
Metro  Next stop: your feed  Nate:  IN FEEDBACK IS REGARDING:   1-405 ExpressLanes	LOCATION:	☐ Traffic Reduction Stud
Next stop: your feed  OATE:  MY FEEDBACK IS REGARDING:   1-405 ExpressLanes	LOCATION:	☐ Traffic Reduction Stud
Metro  Next stop: your feed  DATE:  MY FEEDBACK IS REGARDING:   1-405 ExpressLanes	LOCATION:	Traffic Reduction Study
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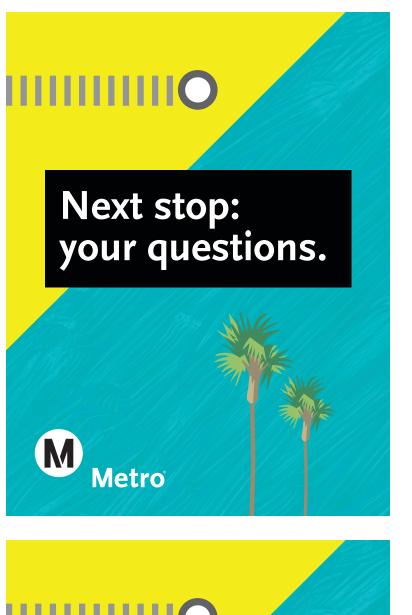
Comment Card - Spanish

## Próxima parada: sus comentarios.



FECHA:		UBICACIÓN:	
11 OPINIÓN ES ACERCA DE:	☐ I-405 ExpressLanes	Sepulveda Transit Corridor	☐ Traffic Reduction Study
OMBRE			
RGANIZACIÓN			
IÚMERO DE TELÉFONO			
ORREO ELECTRÓNICO			
OOMICILIO			
IUDAD, ESTADO, CÓDIGO POSTAL			
Metro			
	<u>.</u>		
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FECHA: MI OPINIÓN ES ACERCA DE:  NOMBRE  DRGANIZACIÓN  NÚMERO DE TELÉFONO  CORREO ELECTRÓNICO		UBICACIÓN:	☐ Traffic Reduction Study
FECHA: MI OPINIÓN ES ACERCA DE:  NOMBRE  ORGANIZACIÓN  NÚMERO DE TELÉFONO  CORREO ELECTRÓNICO  DOMICILIO		UBICACIÓN:	☐ Traffic Reduction Study
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FECHA: MI OPINIÓN ES ACERCA DE:  NOMBRE  ORGANIZACIÓN  NÚMERO DE TELÉFONO  CORREO ELECTRÓNICO  DOMICILIO		UBICACIÓN:	☐ Traffic Reduction Study
FECHA: MI OPINIÓN ES ACERCA DE:  NOMBRE  ORGANIZACIÓN  NÚMERO DE TELÉFONO  CORREO ELECTRÓNICO  DOMICILIO		UBICACIÓN:	☐ Traffic Reduction Study

Question Card - English









Share your questions.	Share your questions.
DATE: LOCATION:  MY QUESTION IS REGARDING:  I-405 ExpressLanes	DATE: LOCATION:  MY QUESTION IS REGARDING:  ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor  ☐ Traffic Reduction Study
NAME	NAME
ORGANIZATION	ORGANIZATION
PHONE	PHONE
EMAIL	EMAIL
MAILING ADDRESS	MAILING ADDRESS
Share your questions.	Share your questions.
DATE: LOCATION:  MY QUESTION IS REGARDING:  1-405 ExpressLanes	DATE: LOCATION:
☐ Traffic Reduction Study	MY QUESTION IS REGARDING:  ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study
·	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor
·	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor
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·	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor
Traffic Reduction Study	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study
NAME ORGANIZATION	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study  NAME  ORGANIZATION
NAME ORGANIZATION PHONE	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study  NAME  ORGANIZATION  PHONE
NAME ORGANIZATION	☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor ☐ Traffic Reduction Study  NAME  ORGANIZATION

Question Card - Spanish



Metro

Metro

Comparte sus preguntas.	Comparte sus preguntas.
FECHA: UBICACIÓN:  MI PREGUNTA ES CON RESPECTO A:  ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor  ☐ Traffic Reduction Study	FECHA: UBICACIÓN:  MI PREGUNTA ES CON RESPECTO A:  ☐ I-405 ExpressLanes ☐ Sepulveda Transit Corridor  ☐ Traffic Reduction Study
NOMBRE	NOMBRE
ORGANIZACIÓN	ORGANIZACIÓN
NÚMERO DE TELÉFONO	NÚMERO DE TELÉFONO
CORREO ELECTRÓNICO	CORREO ELECTRÓNICO
DOMICILIO	DOMICILIO
CIUDAD, ESTADO, CÓDIGO POSTAL	CIUDAD, ESTADO, CÓDIGO POSTAL
Comparte sus preguntas.	Comparte sus preguntas.
FECHA: UBICACIÓN:  MI PREGUNTA ES CON RESPECTO A:  I-405 ExpressLanes	FECHA: UBICACIÓN:  MI PREGUNTA ES CON RESPECTO A:  I-405 ExpressLanes Sepulveda Transit Corridor  Traffic Reduction Study
NOMBRE	NOMBRE
ORGANIZACIÓN	ORGANIZACIÓN
NÚMERO DE TELÉFONO	NÚMERO DE TELÉFONO
CORREO ELECTRÓNICO	CORREO ELECTRÓNICO
DOMICILIO	DOMICILIO
CIUDAD, ESTADO, CÓDIGO POSTAL	CIUDAD, ESTADO, CÓDIGO POSTAL

Project Fact Sheet - English

## We're exploring alternatives to the 405.

### **SEPULVEDA TRANSIT CORRIDOR**

**Fact Sheet** 



### **Overview**

Metro has a plan to make it easier to get around. The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside challenging—and will require innovation and multiple solutions. Metro is studying several projects in this area, including a new rail line with the Sepulveda Transit Corridor Project.

Metro is conducting an environmental review for the Sepulveda Transit Corridor Project, which will create a high-quality, reliable rail transit service alternative connecting the San Fernando Valley and the Westside. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the proposed project can improve access to major employment, education, healthcare and cultural centers in the greater LA area.

### Goals

For this project, Metro has established six goals:

- > Improve mobility
- > Improve accessibility and promote equity
- > Support community and economic development
- > Protect environmental resources and support a sustainable transportation system
- > Provide a cost-effective solution and minimize risk
- > Enhance resiliency

### **Funding**

Funding for planning and construction of the Sepulveda Transit Corridor is provided partially by Measure M with the project scheduled to open between the San Fernando Valley and the Westside in 2033–2035 (\$5.7 billion) and a future extension to LAX opening in 2057–2059 (\$3.8 billion).

### **Project Development Process**

This project is currently in the planning phase. An environmental review is underway analyzing six alternatives with varying potential routes and modes. Metro is working with two private sector proposers, LA SkyRail Express (monorail) and Sepulveda Transit Corridor Partners (heavy rail), under a first-of-its-kind pre-development agreement to potentially accelerate delivery of this project.

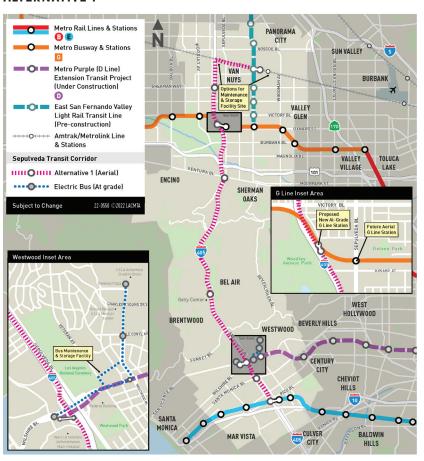
The environmental review process began in November 2021 with a public scoping period. During this nearly three-month period, Metro heard from over 3,100 individuals and organizations providing feedback on the six alternatives presented and identifying issues and questions for the study to address during the development of the Draft Environmental Impact Report (DEIR). Metro is leading a robust stakeholder engagement program with the goal of building an inclusive vision that balances the unique needs of diverse corridor stakeholders.

### **Project Alternatives**

Metro is studying six "build" alternatives, as well as the required "No-Project/No-Build" alternatives, to evaluate how well each meets the project's objectives.



#### **ALTERNATIVE 1**



#### MODE

Automated monorail

### ALIGNMENT

Aerial

### LENGTH (MILES)

15.3

### # OF STATIONS

### **SOUTHERN TERMINUS** > Sherman Way

Expo/Sepulveda

### **UCLA CONNECTION**

Electric bus

### **MAINTENANCE AND** STORAGE FACILITY **OPTIONS**

- > East of I-405, south of Metrolink VC Line tracks
- > East of Van Nuys Metrolink Station

#### **STATIONS**

- > Metro E Line/ Sepulveda
- > Santa Monica Bl
- > Wilshire Bl (Metro D Line)
- > Getty Center
- > Ventura Bl
- > Metro G Line
- > Van Nuys Metrolink Station

### **ALTERNATIVE 2**



### MODE

Automated monorail

### ALIGNMENT

Aerial

### LENGTH (MILES)

15.8

### # OF STATIONS

### **SOUTHERN TERMINUS** > Sherman Way

Expo/Sepulveda

### **UCLA CONNECTION**

People mover

### **MAINTENANCE AND** STORAGE FACILITY **OPTIONS**

- > East of I-405, south of Metrolink VC Line tracks
- > East of Van Nuys Metrolink Station

### **STATIONS**

- > Metro E Line/ Sepulveda
- > Santa Monica Bl
- > Wilshire Bl (Metro D Line)
- > Getty Center
- > Ventura Bl
- > Metro G Line
- > Van Nuys Metrolink Station

### **ALTERNATIVE 3**



#### MODE

Automated monorail

### **ALIGNMENT**

Aerial/underground

### LENGTH (MILES)

16.2

### **# OF STATIONS**

- 9 (7 aerial,
- 2 underground)

### **SOUTHERN TERMINUS**

Expo/Sepulveda

#### **UCLA CONNECTION**

Station under campus

## MAINTENANCE AND STORAGE FACILITY OPTIONS

- > East of I-405, south of Metrolink VC Line tracks
- > East of Van Nuys Metrolink Station

#### **STATIONS**

- > Metro E Line/ Sepulveda\*\*
- > Santa Monica Bl\*\*
- > Wilshire Bl (Metro D Line)\*
- > UCLA Gateway Plaza\*
- > Getty Center\*\*
- > Ventura Bl\*\*
- > Metro G Line\*\*
- > Sherman Way\*\*
- > Van Nuys Metrolink Station\*\*

\*underground \*\*aerial

### **ALTERNATIVE 4**



### MODE

Automated heavy rail

### ALIGNMENT

Aerial/underground

### LENGTH (MILES)

14

### **# OF STATIONS**

- 8 (4 aerial,
- 4 underground)

### **SOUTHERN TERMINUS**

Expo/Sepulveda

#### **UCLA CONNECTION**

Station under campus

### MAINTENANCE AND STORAGE FACILITY

West of Woodman/South of Metrolink VC Line

### STATIONS

- > Metro E Line/ Sepulveda\*
- > Santa Monica Bl\*
- > Wilshire Bl (Metro D Line)\*
- > UCLA Gateway Plaza\*
- > Ventura Bl\*\*
- > Metro G Line\*\*
- > Sherman Way\*\*
- > Van Nuys Metrolink Station\*\*

\*underground \*\*aerial

### **ALTERNATIVE 5**



#### MODE

Automated heavy rail

### **ALIGNMENT**

Underground

### LENGTH (MILES)

14

#### **# OF STATIONS**

8 (1 aerial, 7 underground)

### **SOUTHERN TERMINUS**

Expo/Sepulveda

#### **UCLA CONNECTION**

Station under campus

### MAINTENANCE AND STORAGE FACILITY

West of Woodman/South of Metrolink VC Line

### **STATIONS**

- > Metro E Line/ Sepulveda\*
- > Santa Monica Bl\*
- > Wilshire Bl (Metro D Line)\*
- > UCLA Gateway Plaza\*
- > Ventura Bl\*
- > Metro G Line\*
- > Sherman Way\*
- > Van Nuys Metrolink Station\*\*

\*underground \*\*aerial

### ALTERNATIVE 6



#### **MODE**

Driver-operated heavy rail

### **ALIGNMENT**

Underground

### LENGTH (MILES)

12.6

### **# OF STATIONS**

7

### **SOUTHERN TERMINUS**

Expo/Bundy

### UCLA CONNECTION

Station under campus

### MAINTENANCE AND STORAGE FACILITY

West of Woodman/South of Metrolink VC Line

### STATIONS

- > Metro E Line/Bundy
- > Santa Monica Bl
- > Wilshire Bl (Metro D Line)
- > UCLA Gateway Plaza
- > Ventura Bl
- > Metro G Line
- > Van Nuys

Metrolink Station

### **Environmental Process**

Metro is preparing an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The Draft Environmental Impact Report (DEIR) will include project alternatives that represent a range of rail transit modes, alignments and station locations for addressing the transportation needs of the Sepulveda corridor. Once the DEIR is completed, it will be circulated for public comment. Then, a Locally Preferred Alternative (LPA) will be recommended to the Metro Board of Directors. After the LPA is identified, the Final Environmental Impact Report (FEIR) and the Draft and Final Environmental Impact Statement (EIS) will be prepared to complete the environmental review process. During this process, there will be multiple opportunities for the public to review and comment on the project alternatives and the environmental analysis.

### Topics for environmental study under CEQA include:

- > Air Quality
- > Community and Neighborhood
- > Cumulative Impacts
- > Ecosystems and Biological Resources
- > Energy
- > Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- > Greenhouse Gas **Emissions**
- > Growth Inducement
- > Historic, Archeological and Paleontological Resources

- > Land Use and Development
- > Noise and Vibration
- > Parklands and Community **Facilities**
- > Real Estate and Acquisition
- > Safety and Security
- > Transportation
- > Tribal Cultural Resources
- > Utilities and Service Systems
- > Visual Quality and **Aesthetics**
- > Water Resources
- > Wildfire

### **Nearby Projects**

The Sepulveda Pass-including Sepulveda Boulevard, the I-405 and canyon roads—is a complex and challenging area. To address these challenges, Metro is evaluating a variety of projects that could offer a range of multimodal mobility options to address existing and future transportation needs. Projects are closely coordinated, with unique processes and distinct schedules.

### I-405 Sepulveda Pass ExpressLanes

Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate alternatives to convert the existing high-occupancy toll (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, called ExpressLanes, in both directions of I-405 between I-10 and US-101.

The I-405 Sepulveda Pass ExpressLanes Project will include a new overhead tolling system and signage on adjacent portions of the I-405 corridor. More information is available at metro.net/405ExpressLanes.

### **Traffic Reduction Study**

Metro's Traffic Reduction Study is exploring how to reduce traffic through congestion pricing and high-quality transportation options. Additional information on the Traffic Reduction Study is available at metro.net/trafficreduction.

### **CONTACT US**

Metro invites you to stay involved and share your feedback.



213.922.7375



sepulvedatransit@metro.net



metro.net/sepulvedacorridor



@metrolosangeles



losangelesmetro

Project Fact Sheet - Spanish

## Estamos analizando alternativas para la 405.

### CORREDOR DE TRANSPORTE DE SEPULVEDA

HOJA DE DATOS



### **Descripción General**

### Metro tiene un plan para facilitar el desplazamiento.

La barrera natural creada por la Sierra de Santa Monica hace que viajar entre el Valley y el Westside sea todo un desafío – y requerirá innovación y múltiples soluciones. Metro está estudiando varios proyectos en esta área, incluyendo una nueva línea ferroviaria con el Proyecto del Corredor de Transporte de Sepulveda.

Metro está llevando a cabo una revisión ambiental para el Proyecto del Corredor de Transporte de Sepulveda, el cual creará una opción de servicio de transporte confiable y de alta calidad que conectará el San Fernando Valley y el Westside. Además de proporcionar conexiones locales y regionales a la red de trenes y autobuses existente y futura de Metro, el proyecto propuesto puede mejorar el acceso a los principales centros de empleo, educativos, de salud y culturales en el área metropolitana de Los Ángeles.

### Metas

Para este proyecto, Metro ha establecido seis metas:

- > Mejorar la movilidad
- > Mejorar la accesibilidad y promover la equidad
- > Apoyar el desarrollo comunitario y económico
- > Proteger los recursos ambientales y sustentar un sistema de transporte sostenible
- > Brindar una solución rentable y minimizar los riesgos
- > Mejorar la resiliencia

### **Financiamiento**

Los fondos para la planeación y construcción del Corredor de Transporte de Sepulveda son proporcionados en parte por la Medida M y el proyecto está programado para abrirse entre el San Fernando Valley y el Westside en 2033-2035 (\$5.7 mil millones) con una futura ampliación a LAX que se abrirá en 2057-2059 (\$3.8 mil millones).

### Proceso de Desarrollo del Proyecto

Este proyecto actualmente se encuentra en la fase de planeación. Se está llevando a cabo una revisión ambiental en la cual se están analizando seis alternativas con diversas rutas y modos posibles. Metro está trabajando con dos proponentes del sector privado, LA SkyRail Express (monorriel) y Sepulveda Transit Corridor Partners (ferrocarril pesado), bajo un acuerdo previo al desarrollo, primero en su tipo, para posiblemente acelerar la entrega de este proyecto.

El proceso de revisión ambiental comenzó en noviembre de 2021 con un período de alcance público. Durante este período de casi tres meses, Metro escuchó a más de 3,100 personas y organizaciones que compartieron comentarios sobre las seis alternativas presentadas e identificaron problemas y preguntas que el estudio debe abordar durante la elaboración del Borrador del Reporte de Impacto Ambiental (DEIR). Metro está liderando un programa de participación de las partes interesadas robusto con el fin de construir una visión inclusiva que equilibre las necesidades únicas de las diversas partes interesadas del corredor.

### Alternativas del Proyecto

Metro está estudiando seis alternativas de "construcción", así como las alternativas requeridas de "sin proyecto/sin construcción", para evaluar qué tan bien cada una cumple con los objetivos del proyecto.

#### **ALTERNATIVA 1**



#### MODO

Monorriel automatizado

### ALINEACIÓN

Aérea

### LONGITUD (MILLAS)

15.3

### # DE ESTACIONES

### **TERMINAL SUR**

Expo/Sepulveda

### CONEXIÓN UCLA Autobús eléctrico

### **OPCIONES DE** INSTALACIÓN DE **MANTENIMIENTO Y ALMACENAMIENTO**

- > Al este de la I-405, al sur de vías de la línea VC de Metrolink
- > Al este de la estación de Metrolink de Van Nuys

### **ESTACIONES**

- > Metro E Line/ Sepulveda
- > Santa Monica Bl
- > Wilshire Bl (D Line de Metro)
- > Getty Center
- > Ventura Bl
- > G Line de Metro
- > Sherman Way
- > Estación Van Nuys de Metrolink

### **ALTERNATIVA 2**



### MODO

Monorriel automatizado

### ALINEACIÓN

Aérea

### LONGITUD (MILLAS)

15.8

### # DE ESTACIONES

**TERMINAL SUR** 

### Expo/Sepulveda

### CONEXIÓN UCLA

Transportador de personas

### **OPCIONES DE** INSTALACIÓN DE **MANTENIMIENTO Y ALMACENAMIENTO**

- > Al este de la I-405, al sur de vías de la línea VC de Metrolink
- > Al este de la estación de Metrolink de Van Nuys

### **ESTACIONES**

- > Metro E Line/ Sepulveda
- > Santa Monica Bl
- > Wilshire Bl (D Line de Metro)
- > Getty Center
- > Ventura Bl
- > G Line de Metro
- > Sherman Way
- > Estación Van Nuys de Metrolink

### **ALTERNATIVA 3**



#### MODO

Monorriel automatizado

### ALINEACIÓN

Aéreo/subterráneo

### LONGITUD (MILLAS)

### # DE ESTACIONES

- 9 (7 a niveles elevados,
- 2 subterráneos)

### **TERMINAL SUR**

Expo/Sepulveda

### CONEXIÓN UCLA

Estación debajo del campus

# OPCIONES DE INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO

- > Al este de la I-405, al sur de vías de la línea VC de Metrolink
- Al este de la estación de Metrolink de Van Nuys

#### **ESTACIONES**

- > Metro E Line/ Sepulveda\*\*
- > Santa Monica Bl\*\*
- > Wilshire Bl (D Line de Metro)\*
- > UCLA Gateway Plaza\*
- > Getty Center\*\*
- > Ventura Bl\*\*
- > G Line de Metro\*\*
- > Sherman Way\*\*
- > Estación Van Nuys de Metrolink\*\*

\*Subterráneo \*\*Aéreao

#### **ALTERNATIVA 4**



### MODO

Ferrocarril pesado automatizado

### ALINEACIÓN

Aéreo/subterráneo

### LONGITUD (MILLAS)

14

### # DE ESTACIONES

8 (4 a niveles elevados, 4 subterráneos)

### TERMINAL SUR

Expo/Sepulveda

### CONEXIÓN UCLA

Estación debajo del campus

### INSTALACIÓN DE MANTENIMIENTO Y ALMACENAMIENTO

Al oeste de Woodman/ al sur de la línea VC de Metrolink

### **ETACIONES**

- > Metro E Line/ Sepulveda\*
- > Santa Monica Bl\*
- > Wilshire Bl (D Line de Metro)\*
- > UCLA Gateway Plaza\*
- > Ventura Bl\*\*
- > G Line de Metro\*\*
- > Sherman Way\*\*
- > Estación Van Nuys de Metrolink\*\*

<sup>\*</sup>Subterráneo \*\*Aéreao

### **ALTERNATIVA 5**



#### MODO

Ferrocarril pesado automatizado

### ALINEACIÓN

Subterránea

### LONGITUD (MILLAS)

### # DE ESTACIONES

8 (1 a nivel elevado, 7 subterráneos)

### TERMINAL SUR

Expo/Sepulveda

### CONEXIÓN UCLA

Estación debajo del campus

### INSTALACIÓN DE **MANTENIMIENTO Y ALMACENAMIENTO**

Al oeste de Woodman/ al sur de la línea VC de Metrolink

#### **ESTACIONES**

- > Metro E Line/ Sepulveda\*
- > Santa Monica Bl\*
- > Wilshire Bl (D Line de Metro)\*
- > UCLA Gateway Plaza\*
- > Ventura Bl\*
- > G Line de Metro\*
- > Sherman Way\*
- > Estación Van Nuys de Metrolink\*\*

### ALTERNATIVA 6



### MODO

Ferrocarril pesado operado por conductor

### ALINEACIÓN

Subterránea

### LONGITUD (MILLAS)

12.6

### # DE ESTACIONES

**TERMINAL SUR** 

### CONEXIÓN UCLA

Estación debajo del campus

### INSTALACIÓN DE **MANTENIMIENTO Y ALMACENAMIENTO**

Al oeste de Woodman/ al sur de la línea VC de Metrolink

### **ESTACIONES**

- > Metro E Line/Bundy
- > Santa Monica Bl
- > Wilshire Bl (D Line de Metro)
- > UCLA Gateway Plaza
- > Ventura Bl
- > G Line de Metro
- > Estación Van Nuys de Metrolink

<sup>\*</sup>Subterráneo \*\*Aéreao

### **Proceso Ambiental**

Metro está elaborando un Reporte de Impacto Ambiental (EIR) de conformidad con la Ley de Calidad Ambiental de California (CEQA) y una Declaración de Impacto Ambiental (EIS) de conformidad con la Ley Nacional de Protección Ambiental (NEPA). El Borrador del Reporte de Impacto Ambiental (DEIR) incluirá proyectos alternativos que representan diversos modos de transporte ferroviario, alineaciones y ubicaciones de estaciones para abordar las necesidades de transporte del Corredor de Sepulveda. Una vez que se complete el DEIR, se distribuirá para comentarios públicos. Posteriormente, se recomendará una Alternativa Preferida Localmente a la Junta Directiva de Metro. Una vez identificada la LPA, se elaborará el Reporte de Impacto Ambiental Final (FEIR) y el Borrador de la Declaración de Impacto Ambiental (EIS) y Final para completar el proceso de revisión ambiental. Durante este proceso, habrá múltiples oportunidades para que el público revise y comente sobre las alternativas del proyecto y el análisis ambiental.

### Los temas para el estudio ambiental en virtud de **CEQA** incluyen:

- > Calidad del aire
- > Comunidad y vecindario
- > Impactos acumulativos
- > Ecosistemas y recursos biológicos
- > Energía
- > Peligros geotécnicos, subterráneos y sísmicos y materiales peligrosos
- > Emisiones de gases de efecto invernadero
- > Inducción de crecimiento
- > Recursos históricos, arqueológicos y paleontológicos
- > Uso y desarrollo de tierras

- > Ruido y vibración
- > Parques e instalaciones comunitarias
- > Bienes raíces y adquisiciones
- > Seguridad y protección
- > Transporte
- > Recursos culturales y tribales
- > Servicios públicos y sistemas de servicios
- > Calidad visual y estética
- > Recursos hídricos
- > Incendios forestales

### **Proyectos Cercanos**

El Sepulveda Pass, que incluye Sepulveda Boulevard, la 1-405 y las carreteras del cañón, es un área compleja y desafiante. Para abordar estos desafíos, Metro está evaluando varios proyectos que podrían ofrecer una variedad de opciones de movilidad multimodal para abordar las necesidades de transporte actuales y futuras. Los proyectos están estrechamente coordinados, con procesos únicos y horarios distintos.

### Carriles Exprés en la I-405 del Sepulveda Pass

Metro está trabajando en coordinación con el Departamento de Transporte de California (Caltrans) para evaluar alternativas para convertir los carriles de peaje de alta ocupación (HOV) existentes en carriles de peaje de alta ocupación (HOT) de precios dinámicos, llamados Carriles Exprés (ExpressLanes, en inglés), en ambas direcciones de la I-405 entre la I-10 y US-101.

El proyecto de Carriles Exprés en la I-405 del Sepulveda Pass incluirá un nuevo sistema de peaje y señalización aérea en las partes adyacentes del corredor de la 1-405. Puede encontrar más información en metro.net/405ExpressLanes.

### Estudio de Reducción de Tráfico

El Estudio de Reducción de Tráfico de Metro está analizado cómo reducir el tráfico mediante tarifas de congestión y opciones de transporte de alta calidad. Puede encontrar información adicional sobre el Estudio de Reducción de Tráfico en metro.net/trafficreduction.

### CONTÁCTENOS

Metro lo invita a que siga participando y compartiendo sus comentarios.



213.922.7375



sepulvedatransit@metro.net



metro.net/sepulvedacorridor



@metrolosangeles



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# Appendix V-6. Community Meetings — Monorail (May 2024)



# May 2024 Community Meetings Summary Report

June 2024



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Appendix H.6 Project Fact Sheet – Spanish



#### 1.0 INTRODUCTION

#### 1.1 Overview

Metro is continuing environmental analysis for the Sepulveda Transit Corridor Project (Project) which would provide a high-quality transit service between the Valley and the Westside. In May 2024, Metro hosted a series of community meetings focused on the monorail alternatives and to gather feedback about the possible elimination of Alternative 2.

#### 1.2 Community Meetings

In May 2024, three (3) community meetings took place in Van Nuys, Westwood, and virtually via Zoom. Spanish interpreters and materials in English and Spanish were available at each meeting. During the open house portions of the in-person meetings, members of the public could also ask questions and provide feedback to project team members at their respective stations.

Information Stations are described in detail in Table 5-2.

Table 1-1 Community Meeting Locations

Community Meeting	Date/Time	Location/Address
Community Meeting #1 Van Nuys	Saturday, May 11, 2024 10:00am-12pm	Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Community Meeting #2 Online	Monday, May 13, 2024 12pm-1pm	Zoom Webinar
Community Meeting #3 Westwood	Tuesday, May 14, 2024 5:30pm-7:30pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024

Stakeholders were encouraged to ask questions and provide feedback at the meetings, as well as after the series concluded. Stakeholders were encouraged to submit feedback through paper forms at the meetings, as well as via email or an online feedback form by Thursday May 23, 2024.

#### 2.0 COMMUNICATION RESOURCES

#### 2.1 Website

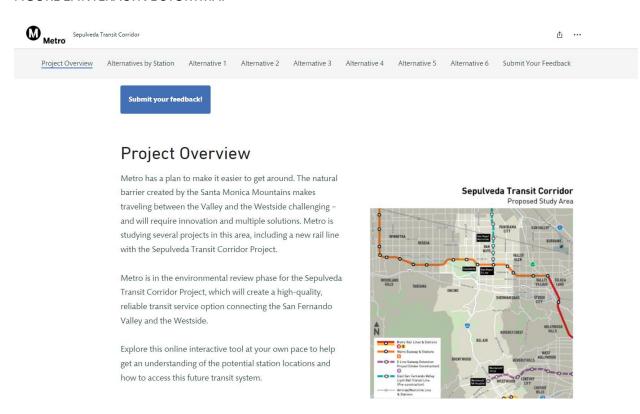
The project website (metro.net/sepulvedacorridor) was refreshed before the May community meeting to publicize the series. Following the meeting series, informational materials, the meeting presentation, and customer journey videos in English and Spanish were uploaded and posted to the project filing cabinet.



#### 2.2 Virtual Interactive Tool (General StoryMap)

The main project StoryMap continued to be a source of general information for stakeholders. The StoryMap features a project overview, highlights the goals and objectives, and provides information about the environmental process, technologies under consideration, and alternatives being studied. The StoryMap also features information about other nearby projects being evaluated to address mobility challenges in the area. This StoryMap was displayed at Station 2 during both in-person community meetings. The tool was specifically used to provide general information about each technology mode under consideration and accompanying alternatives.

#### FIGURE 1. INTERACTIVE STORYMAP



This StoryMap tool was promoted in communications materials, including project eblasts, the project website and Metro's *The Source* blog. The Station StoryMap tool has received more than 17,807 views as of May 22, 2024.



#### Virtual Interactive Tool (Alternatives StoryMap)

#### FIGURE 1. ALTERNATIVE INTERACTIVE STATION STORYMAP



The project team had also developed a second online interactive StoryMap tool that provides the following details for each alternative: the transit technologies and modes under consideration, number of stations for each alternative, alignment length, whether the alternative proposes aerial or underground movement, travel times and ridership between stations, and the proposed alternatives' connectivity to other Metro transit lines. This StoryMap received more than 24,529 views as of May 22, 2024.

#### 2.3 In-Person Community Meeting Materials & Resources

A variety of informational project materials and resources were made available to stakeholders at the in-person and virtual community meetings. Descriptions of the materials are found below and in Appendix H.

#### 2.3.1 Project Fact Sheet

The general project fact sheet in English and Spanish was updated to include the anticipated Draft EIR release date and was provided to attendees at sign-in.

#### 2.3.2 Comment and Q&A Card

At the registration table, attendees were given a feedback form for written comments and a Q&A card to submit questions for the live Q&A session after the presentation. Additionally, stakeholders could provide feedback through the project email and an online web form on the SmartComment site.



#### 2.3.3 Other Materials Available

Fact sheets from nearby projects and other project-neutral information were available to the public at the in-person community meetings, including:

- G (Orange) Line Improvements Project
- I-405 Sepulveda Pass ExpressLanes Project
- D (Purple) Line Subway Extension Project
- East San Fernando Valley Light Rail Project
- Public-Private Partnership
- Property Acquisition
- Environmental Process
- Gentrification and Displacement

#### 2.3.4 Customer Journey Videos

Six short customer journey videos were created for this community meeting series. Each video depicted a profile of a future Sepulveda Transit Corridor customer traveling from the Valley to the Westside, one for each alternative. The goal of these videos was to showcase the potential time savings for riders using the project in the future as compared to using transit currently. All six videos were played on a loop before and after the presentation at in-person community meetings, and the videos for Alternatives 1-3 were featured during the presentation. Following the meetings, the videos were posted on the project website and distributed via eblast.

#### 3.0 OUTREACH ACTIVITIES LEADING UP TO THE COMMUNITY MEETINGS

In early May, the project team held briefings with Metro board staff and elected officials' staff to provide project updates and preview the community meeting presentation in advance of the series.

Table 3-1 provides an overview of these briefings.

Table 3-1 Summary of Briefings

	Date	Stakeholder	Type of Outreach
1.	5/2/24	Metro Board Staff Briefing	Briefing
2.	5/9/24	Elected Official Briefing	Briefing



Staff from the following offices and cities attended the elected official and city staff briefing:

- Office of U.S. Senator Laphonza Butler
- Office of U.S Congressmember Brad Sherman
- Office of U.S. Congressmember Sydney Kamlager-Dove
- Office of U.S Congressmember Ted Lieu
- Office of State Senator Caroline Menjivar
- Office of Assemblymember Jacqui Irwin
- Office of Assemblymember Laura Friedman
- Office of Assemblymember Luz Rivas
- Office of Assemblymember Isaac Bryan
- Office of Los Angeles Mayor Karen Bass
- Office of Los Angeles Councilmember Nithya Raman
- Office of Los Angeles Councilmember Paul Krekorian
- Office of Los Angeles Councilmember Traci Park
- San Fernando Valley Council of Governments
- Westside Cites Council of Governments
- Culver City Transportation Department

The briefings focused on previewing information to be shared during the spring community meetings, including background and consideration of the removal of Alternative 2.

Questions and comments from the attendees focused on the following key themes:

- Travel time comparisons between alternatives
- Importance of connections to UCLA
- Clarity of meeting series purpose
- Cost comparisons between alternatives

#### 3.1 **Pop-Up Events**

#### **General Project Awareness**

Since the last round of community meetings in October 2023, the project team has participated in numerous local events to build general project awareness. This effort was aimed at sustaining a connection with the communities along and around the project corridor and to gather their contact information to notify them of the upcoming community meeting series.

Table 3-2 provides a summary of the pop-up events and outreach activities attended in the Winter 2023 through Spring 2024.



Table 3-2 Summary of General Awareness Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	Pacoima Tree Lighting	12/5/2023	Pacoima	~61
2.	Northeast Valley Health Corp. Holiday Gift Giveaway (Toy Drive)	12/9/2023	San Fernando	~125
3.	Olive View-UCLA Medical Center (OVMC) Rideshare event	1/19/2024	Westwood	~35
4.	Black History Month	2/22/2024	Sylmar	~16
5.	Ready for Reseda (Ciclavia Event)	3/17/2024	Reseda	~200
6	Spring Jamboree	3/30/2024	San Fernando	~103
7.	UCLA First Thursday	4/4/2024	Westwood	~150
8.	Parks After Dark	4/6/2024	Sylmar	~43
9.	Arleta High School "Coffee with the Administration"	4/12/2024	Van Nuys	~14
10	City of San Fernando Senior Expo	5/17/2024	San Fernando	~60
11.	Reseda Rising	5/18/2024	Reseda	~100
12.	Pick Pico	5/19/2024	Westwood	~125

#### **Community Meetings Outreach**

The outreach team also participated in several community events immediately prior to the spring meetings, where the focus was on providing updates on the project status, informing the community about the upcoming meeting series, and encouraging them to attend. Project fact sheets were available at the booths and maps depicting the six alternatives under consideration were displayed. A QR code to the meeting flyer was also present for visitors to scan. Metro-branded promotional items were also distributed to incentivize booth visitors.

Table 3-3 provides a summary of the pop-up events and outreach activities in April 2024.



Table 3-3 Summary of Pop Ups

#	Pop Up Name	Date	Location	Approx. No. of Engagements
1.	Earth Day (hosted by Councilmember Monica Rodriguez)	4/20/2024	Pacoima	~33
2.	CicLAvia - Venice	4/21/2024	Venice	~572
3.	Pacoima Charter School Open House	4/25/2024	Pacoima	~104

#### 4.0 NOTIFICATION FOR COMMUNITY MEETINGS

To increase public awareness, various noticing methods were implemented before the community meetings. These included social media posts (Appendix D), earned media coverage (Appendix D), partnering with community-based organizations (CBOs) to get the word out, and flyer distribution and electronic distribution (Appendix E). All notices provided community meeting details (dates, times, locations, and language services) and information on accessing additional project details.

#### 4.1 Community-Based Organization (CBO) Partnerships

To increase engagement in Equity Focus Communities (EFC) areas, the project team continued its collaboration with CBO partners, including Center for Living and Learning, Streets are for Everyone, and Pueblo y Salud, Inc., to assist with notification for this meeting series. The outreach team selected the CBO partners for their experience, connection with the community, and overall interest in the project's goals. For this effort, the partners led several notification tactics, including bilingual event tabling, door-to-door distribution, public counter drop-offs, and flyers at transit intercepts. They also augmented digital notification efforts by posting on their social media channels and sharing information with their audiences via e-blasts. After documenting their efforts, the partner groups were compensated for their notification support.

#### 4.1.1 Door-to-Door Distribution

To inform residents about the community meeting at the Marvin Braude Center, Pueblo y Salud implemented a door-to-door notification campaign the week prior to the Van Nuys community meeting. This effort reached approximately 807 households near the Braude Center. A map detailing the area covered by the notification campaign is available in Appendix E.

#### 4.1.2 Public Counters

The CBO partners distributed more than 400 meeting notification flyers throughout the project corridor at over 30 locations and public counter drop-offs in EFCs. The sites included public libraries, youth centers, government agencies, city halls, and community centers to help promote widespread community engagement. For a map of the counter locations, see Appendix E.



#### 4.1.3 Transit Intercept Outreach

In the weeks leading up to community meetings, efforts were made to notify transit riders at busy transit and bus stops. This initiative aimed to reach current and potential future riders and other community members who are less likely to be engaged through digital channels. Outreach staff were present at peak travel times at the following intersections:

#### San Fernando Valley

- Roscoe Bl/Van Nuys Bl
- Sepulveda/Roscoe Bl
- Van Nuys G Line Station
- Sepulveda G Line Station
- Victory Bl/Van Nuys Bl

#### Westwood

- Le Conte Av/Westwood Plaza
- Wilshire Bl/Westwood Plaza
- Wilshire Bl/Glendon Av
- Westwood Bl/Exposition Bl

#### 4.2 **Business Corridor Outreach**

One week before the community meetings, the team conducted outreach to local businesses along active street corridors. The team gave business owners informational flyers and posters, which they were encouraged to display in prominent areas of their establishments. Through this effort, the team connected with approximately 130 businesses, distributing over 300 flyers to increase awareness and participation in the upcoming events. Major corridors identified for this effort are listed in Table 4-1. A full list of businesses engaged is found in Appendix E.

Table 4-1 Business Outreach Corridors

Valley Corridor	Westside Corridors
<ol> <li>Orange Line Zone</li> <li>Van Nuys/Victory</li> <li>Van Nuys/Vanowen St.</li> <li>Van Nuys/Sherman Wy</li> <li>Sepulveda/Sherman Wy</li> <li>Saticoy/Van Nuys</li> </ol>	<ol> <li>Wilshire Bl, Westwood</li> <li>Motor Av, Palms</li> <li>S Centinela Av, Del Rey</li> </ol>

#### 4.3 Social Media

The community meeting series was shared by Metro and CBO partners on social media channels including Instagram and Facebook. Screen captures of these posts are documented in Appendix A.



#### 4.4 E-blasts

Information about the meetings was distributed via e-blast in English and Spanish to over 17,000 contacts in the project database. The initial save-the-date notification was sent on April 18, 2024, followed by reminder messages on April 26, May 2, May 9, and May 13. In addition, an e-blast was sent on May 20, 2024, following the community meetings, thanking attendees, sharing the Customer Journey Videos and presentation and additional project resources. Additional e-blasts were sent to encourage the public to provide their feedback on the meeting topics using the feedback form. All e-blasts were translated into Spanish.

Table 4-2 Community Meeting & Feedback E-blasts

Date Sent	Subject	Successful Deliveries	Opens	% Opens	Unique Clicks
4/18/24	Meeting Announcement	13,636	6,729	49%	886
4/26/24	Community Meeting Reminder #1	13,659	5,733	42%	139
5/2/24	Community Meeting Reminder #2	13,679	6,211	45%	845
5/9/24	Community Meeting Reminder #3	13,616	5,941	44%	1,018
5/13/24	Virtual Community Meeting Reminder	13,573	6,464	48%	1,086
5/20/24	Community Meeting Thank You and Video Recordings	13,975	7,500	54%	1,484
5/22/24	Final Feedback Reminder	13,906	6,603	47%	1,219
5/31/24	Feedback Thank you	13,809	7,276	53%	1,142

#### 4.5 Extended Outreach Toolkit

To increase awareness of the community meetings, a comprehensive outreach toolkit (see Appendix F) was shared with community-based organizations and other project partners to promote community involvement and meeting attendance. This toolkit contained links to the interactive Story Map, the project's official website and social media handles, in-person and virtual meeting details, a fact sheet about the project, and a list of frequently asked questions (FAQs) that would help provide valuable project updates and information.

This included development of content for social media platforms such as Facebook, X (Twitter), and Instagram. These posts provided community meeting information and how to participate. The toolkit also included a template for an email blast or newsletter and a draft announcement for websites aimed at facilitating widespread dissemination.



#### 4.6 Earned Media

Several articles, newsletters and social media posts were published prior, during and after the community meeting series (*Appendix D*). The following table provides a selection of the media coverage, newsletters, and social media content related to the project and the May community meeting.

Table 4-3 Media Coverage May 2024

Date	Source	Article/Title
		"Why Create A Transit Transfer When It Can Be
05/02/2024	CityWatchLA	Avoided?"
	Bel Air Beverly Crest	
05/03/2024	Neighborhood Council	"May 2024 Newsletter"
05/06/2024	StreetsblogLA	"This Week In Livable Streets"
		Sepulveda Pass Transit: Why Is Metro So Secretive About
5/6/2024	CityWatchLA	Public Private Partnerships?
	Sherman Oaks	
	Homeowners Association	
5/09/2024	Newsletter	"SOHA May Newsletter"
		"Subway Or Monorail For The Sepulveda Pass? Metro
05/10/2024	LAist (KPCC)	And Local Residents Weigh Their Options"
		"Metro is looking for public feedback on a new transit line
		aiming to cut down on traffic along the 405 Freeway —
		and one main question is whether they should build a
5/10/2024	LAist: Instagram	monorail or a subway along the route"
		"@metrolosangeles is hosting further community
	Northwestwoodcouncil:	meetings on the Sepulveda Transit Corridor, including
5/10/2024	Instagram	5/13 online and 5/14 at @westwoodumcla"
		"@metrolosangeles
		is hosting further community meetings on the Sepulveda
		Transit Corridor, including 5/13 online and 5/14 at
- / - /	Northwestwoodcouncil:	@WestwoodUMCinLA"
5/10/2024	Instagram	, , , , , , , , , , , , , , , , , , ,
		"Metro Los Angeles is hosting further community
E /40/2024	Northwestwoodcouncil:	meetings on the Sepulveda Transit Corridor, including
5/10/2024	Instagram	5/13 online and 5/14 at the Westwood Church"
F /40/2024	Landan Ballanda	"Have questions on LA Metro transit line in Sepulveda
5/10/2024	Los Angeles Daily News	Pass? Attend the meetings"
		"Are you interested in the LA Metro Sepulveda Transit
		Corridor project? Join ITE @ UCLA to learn more AND give
E/12/2024	ITE at LICLA	to public comment at LA Metro's Sepulveda Transit
5/13/2024	ITE at UCLA	Corridor community meeting!"
E/12/2024	Climata Basalya V	"Climate Resolve supports underground rail alternatives
5/13/2024	Climate Resolve: X	for the proposed Sepulveda Transit Corridor Project."



Date	Source	Article/Title
		"Share your input on LA Metro's long-planned Sepulveda
		Corridor transit project at public feedback sessions today
5/13/2024	UCLA Transportation: X	and tomorrow."
		Sepulveda Pass Transit. Why Is LA Metro Hiding Subway
5/13/2024	CityWatchLA	Alternative 6?
		"Sepulveda Pass Transit – Metro Already Three Years
5/20/2024	CityWatchLA	Behind on Project and Counting"
5/23/2024	CityWatchLA	"Metro's Follies-Continuing Failure of Leadership"
5/23/2024	CityWatchLA	"The MTA. Dangerous for Riders and a Waste of Money"
		"Sepulveda Transit Corridor Project: How quiet is that
5/23/2024	CityWatchLA	monorail? It is not a whisper"

#### 5.0 COMMUNITY MEETINGS

#### 5.1 Overview of the Community Meetings

Metro hosted three (3) community meetings on May 11, May 13 and May 14 to share information on the monorail alterantives and gather community feedback. Metro held two in-person meetings, one in the Valley and one on the Westside, and a third was held virtually.

The community meetings were designed primarily for stakeholders to receive information about the three monorail alternatives and gather feedback about the possible elimination of Alternative 2. Metro gave a formal presentation, followed by a Q&A session and open house period, where stakeholders were encouraged to move around the room to visit each of the numbered stations that had information regarding the proposed alternatives and to ask questions of the design teams.

The table below provides the community meeting schedule.

Table 5-1 Community Meeting Locations

Meeting	Date/Time	Location/Address
Community Meeting #1 Saturday, May 11, 2024 10:00am-12:00pm		Marvin Braude Constituent Service Center 6262 Van Nuys Bl Van Nuys, CA 91401
Community Meeting #2 Virtual	Monday, May 13, 2024 12:00pm-1:00pm	Zoom Webinar
Community Meeting #3 Westwood	Tuesday, May 14, 2024 5:30pm-7:30pm	Westwood United Methodist Church 10497 Wilshire Bl Los Angeles, CA 90024



#### 5.2 Format for In-Person Community Meetings

In May 2024, Metro hosted two community meetings to share information and gain feedback about the possible removal of Alternative 2. The meetings were hosted at the Marvin Braude Constituent Services Center in Van Nuys and the Westwood United Methodist Church in Westwood. While each meeting shared the same content, a table with information on the G Line Improvements Project and the East San Fernando Light Rail Transit Project was set up for the Van Nuys meeting, and an information table about the I-405 Sepulveda Pass ExpressLanes was set up at both the Van Nuys and the Westwood meeting.

Each meeting had an open house session, followed by a formal presentation. Upon arrival, attendees were encouraged to visit each information center and ask the project team or development team questions about the project. The May meetings had four stations. The first station began with a general project and environmental process overview. Station 2 featured three screens dedicated to the alternatives, with representatives from each project team present: Alternatives 1-3 (LASkyRail Express monorail), Alternatives 4-5 (Sepulveda Transit Corridor Partners heavy rail) and Alternative 6 (HTA heavy rail with a driver). The third station played each customer journey videos on a loop and was later repurposed as the main presentation screen. A station featuring Spanish information was also available at each meeting.

The formal presentation provided a general project overview, information on each alternative, and a comparison of each monorail alternative. The presentation also focused on the potential removal of Alternative 2 and the reasons for its removal. All attendees were provided with question cards to submit to the project team to respond to during the Q&A session. All submitted question cards for each meeting can be found in Appendix B.

After the meeting attendees checked in, they were guided to visit the stations in numerical order until the presentation started. A description of information stations can be found in Table 5-2, while the content presented at the station is detailed in Appendix G.

Table 5-2 In-Person Community Meeting Stations

Sta. No.	Topic	Display	Description
0	Welcome/ Refreshments	Display Boards  Welcome  Community Mtg. Guidelines  Handouts  Feedback form  Q&A card  Project fact sheet	Guests received greetings from the outreach staff, were encouraged to sign in and received a packet of informational handouts.
1	Project Overview	Screen with general project StoryMap and overview information and environmental process (English)	The general project StoryMap provided an overview of the Sepulveda Transit Corridor project and the environmental process.



Sta. No.	Topic	Display	Description
2	Project Alternatives & Technology	Three Screens  Screen #1: Alternatives 1-3 Screen #2: Alternatives 4-5 Screen #3: Alternative 6	An overview of Project Alternative StoryMap was shown at this center and project boards that outlined project alternatives were displayed.
4	Presentation Area/ Customer Journey Videos	Screens with PowerPoint Presentation & looping Customer Journey Videos	Seating for approximately 100 was designated in this area to allow attendees to hear the presentation and Q&A. Before and after the presentation, six short videos depicting fictional transit riders were shown on loop to display future travel time savings for each alternative as compared to current transit options.
-	Spanish Station/ Resources/Nearby Projects	Two Screens  Screen #1: Spanish Station Screen #2: I-405 ExpressLanes Information Table  Two tables were also in place to share G-Line & East San Fernando Valley Light Rail Project Information (Van Nuys Meeting).	Overview of project information in Spanish with live Spanish interpretation available. project maps were shown in this center.
-	Kids Station	Kids activities	Small seating area with coloring books and crayons for kids to use while their parents listened to the meeting
-	Public Input	Display Boards  • Public Input Resources  • Feedback Forms	Participants could sit and provide input via paper forms. Table signage with options for online input were displayed.



Sta. No.	Topic	Display	Description
-	Additional Resources	Fact Sheets:  D (Purple) Line Extension Project  I-405 Sepulveda Pass ExpressLanes Project  G Line (Orange) Improvements Project  East San Fernando Valley Light Rail Transit Project  General Topics (all English/Spanish)  Public-Private Partnerships (P3)  Property-Acquisition Environmental Process Gentrification	Fact sheets from other relevant

#### 5.3 Format for Virtual Community Meeting

The virtual community meeting took place on May 13, 2024, via Zoom. The webinar covered the same information as presented during the in-person community meetings, including a general project overview, an in-depth analysis of monorail Alternatives 1-3, and details regarding the potential removal of Alternative 2. During the presentation, attendees were encouraged to ask questions via the Zoom Q&A feature. After the formal presentation, project team members addressed these questions verbally or in writing using the Q&A feature. Additionally, project staff shared links to resources including other project factsheets and initiatives, the project website and StoryMaps in the Zoom chat.

#### 5.4 **Summary of Public Participation**

The three community meetings collectively attracted over **341** participants and resulted in **156** paper feedback and question forms. All community feedback was collected and documented though input forms provided at the sign-in table and the online feedback form.

Table 5-3 Summary of Community Meeting Participation

Meeting	<b>Number of Participants</b>	Number of Input/Question Cards
May 11, 2024 (Van Nuys)	~40	2; 16
May 13, 2024 (Virtual)	~201	6; 79
May 14, 2024 (Westwood)	~100	10; 43
TOTAL	~341	18; 138

#### Van Nuys Community Meetings – Notable Attendees:

- Office of Los Angeles City Councilmember Nithya Raman
- Office of Los Angeles City Councilmember Bob Blumenfield
- Office of Los Angeles City Councilmember Imelda Padilla



- Office of Los Angeles City Councilmember Paul Krekorian
- Bel-Air Beverly Crest Neighborhood Council
- Sherman Oaks Neighborhood Council
- Sherman Oaks Homeowners' Association
- Transit Coalition
- UCLA
- Van Nuys Neighborhood Council
- Valley Village Neighborhood Council

#### **Westwood Community Meetings – Notable Attendees:**

- Office of Los Angeles City Councilmember Paul Krekorian
- Office of Los Angeles City Councilmember Katy Yaroslavsky
- Brentwood Community Council
- Mar Vista Neighborhood Council
- UCLA
- Westwood Hills Property Owners' Association
- Westwood Community Council
- Metro Youth Council
- Media: KQED Public Radio, Daily Bruin, KNX1070

#### Virtual Community Meeting - Notable Attendees:

- Elected Office Staff:
  - o Office of U.S Congressmember Ted Lieu
  - o Office of U.S. Congressmember Brad Sherman
  - Office of State Senator Caroline Menjivar
  - Office of Los Angeles County Supervisor Janice Hahn
  - Office of Los Angeles County Supervisor Lindsey Horvath
  - Office of Los Angeles Councilmember Imelda Padilla
  - o Office of Los Angeles Councilmember Paul Krekorian
- Neighborhood Councils:
  - o Bel-Air Beverly Crest Neighborhood Council
  - Encino Neighborhood Council
  - Holmby Westwood Property Owners Association
  - Westwood Neighborhood Council
  - Sun Valley Area Neighborhood Council
- Homeowners' Associations
  - Bel Air Homeowners Association
  - Brentwood Glen Association
  - Brentwood Hills Homeowners Association
  - Brentwood Homeowners Association
  - Brentwood Residents Coalition
  - o Keep Bel-Air Beautiful
  - Sherman Oaks Homeowners' Association
  - Westwood Hills Property Owners Association
  - Westwood South of Santa Monica Homeowners Association



#### Other Organizations

- J Paul Getty Trust
- Los Angeles Area Chamber of Commerce
- Los Angeles City Historical Society
- o Sierra Club
- The Transit Coalition
- o University of California, Los Angeles
- Valley Industry and Commerce Association (VICA)
- Westside Cities Council of Governments

#### Agencies:

- Caltrans
- City of Beverly Hills
- o City of Los Angeles Department of City Planning
- o California Public Utilities Commission
- San Diego Association of Governments
- Media: KQED Public Radio

Zip code information was required to register for the virtual meeting. Of the 137 zip codes represented, the top four zip codes were Brentwood – 90049 (26), Sherman Oaks – 91403 (21),

Chinatown/Downtown Los Angeles – 90012 (15) and Westwood – 90024 (14). In addition, a poll conducted during the session indicated the geographical distribution of the participants: 32% from the Westside, 28% from the San Fernando Valley, 8% each from Central LA/Downtown and the San Gabriel Valley, 4% from the South Bay, 2% each from the Gateway Cities and South Los Angeles, and 14% from locations outside Los Angeles County. Furthermore, 61% of meeting attendees reported they had engaged with the project previously, either through attendance at earlier meetings or by submitting emails or feedback forms.

#### 6.0 PUBLIC FEEDBACK

#### 6.1 Quantity/Type of Feedback Received

Following the community meetings, Metro continued to encourage people to provide their input through May 23. In total, the project received 483 submissions via feedback and Q&A cards at the inperson community meetings, the Q&A at the virtual community webinar, the online form, and the project email, as follows:

- Van Nuys meeting: Feedback forms: 2; Q&A Cards: 16
- Virtual Community Webinar Input: 85
- Westwood meeting: Feedback Forms: 10; Q&A Cards: 43
- Input submitted via online form/email May 11-May 27, 2024: 327

#### 6.2 Feedback by Location

Of the feedback received, approximately 62% included zip code information, which comprised all the online forms, as well as some of the paper feedback forms/Q&A cards and emails. The comments/questions received in the Zoom virtual community meeting and most of those submitted via email did not include zip code data.

Feedback came from 102 different zip codes throughout Los Angeles County and beyond. The top five zip codes below accounted for nearly 100 of the submissions (~30% of all submissions with zip codes):



90024 (Westwood/UCLA): 37

• 90049 (Brentwood/Westwood Hills): 18

• 91403 (Sherman Oaks): 16

• 90034 (Palms): 11

91423 (Sherman Oaks): 11

The top 12 zip codes accounted for 138 submissions and nine zip codes had at least seven submissions each.

#### 6.3 **Key Themes**

Given the meetings' stated focus on the monorail alternatives and the potential removal of Alternative 2, many of the comments pertained to the alternatives.

In fact, more than half of the submissions (53%) mentioned a mode or alternative. Of those 254 submissions:

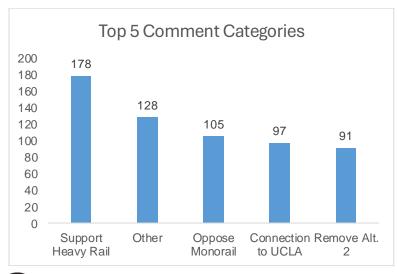
- 178 submissions expressed support for heavy rail (37% of all submissions)
- 91 specifically supported removal of Alternative 2 (19% of all submissions)
- 54 submissions supported removal of Alternative 1
- 39 submissions specifically called for removal of all monorail alternatives

Of the 123 submissions that mentioned monorail, 85% (105) opposed monorail, with 15% (18) in support. Four submissions expressed support for keeping Alternative 2. However, one of the four submissions noted support for Alternative 2 only because Alternative 1 is still under consideration. The commenter further noted Alternative 2 is a better option than Alternative 1.

In addition, 21 submissions mentioned support for Alternative 3, citing the direct connection to UCLA.

And 48 submissions specifically expressed support for at least one of Alternatives 4, 5 or 6, with 16 mentioning Alternative 4, 29 mentioning Alternative 5 and 21 mentioning Alternative 6.

One-fifth (20%) of all submissions (97) specifically mentioned the need for a UCLA on-campus station.





Note: Numbers do not add up to the total submissions, since many submissions mentioned multiple themes/comments.

Other topics of note included the following:

- General project support (59)
- Safety (39)
- General project opposition (23)
- Opposition to aerial configuration in the Valley/along Sepulveda (10)
- Costs/funding (10)
- Environmental process/schedule (10)

#### 7.0 NEXT STEPS

Metro is advancing technical and environmental analysis for the Sepulveda Transit Corridor Project. Public engagement opportunities will continue throughout 2024, culminating in the anticipated release of the Draft Environmental Impact Report in early 2025.









### **Code of Conduct**

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

#### **During this meeting, please:**

- > Respect the format of the meeting
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all comments to Metro staff and consultants
- > Maintain a conversational tone



### **Safety Onboard**

Metro's multilayer public safety ecosystem addresses crime, assists those in need and improves the customer experience

To learn more, go to:

metro.net/riding/safety-security/





## We're here to help. Estamos aquí para ayudar.



#### **TAP Blue Shirts**

Answer your questions about fare and help you with purchasing and using TAP cards.

#### Personal de TAP de camisas azules

Responden a sus preguntas sobre las tarifas y ayudan con la compra y el uso de las tarjetas TAP.



#### Metro Transit Security Officers (TSOs)

Enforce Metro Code of Conduct, including fare compliance.

#### Agentes de seguridad de tránsito de Metro

Hacer cumplir el Código de conducta de Metro, incluido el cumplimiento de tarifas



#### Metro Ambassadors

Support you during your journey, connect you to resources and report any maintenance or safety issues.

#### Metro Ambassadors

Lo apoyan durante su viaje, lo conectan con recursos e informan sobre cualquier problema de mantenimiento o seguridad.



#### Law Enforcement

Patrol Metro stations, trains and buses to prevent and address crime.

#### Cuerpo policial

Patrullan estaciones de Metro, trenes y autobuses para prevenir y combat<u>ir el crimen.</u>



#### **HOME Teams**

Multidisciplinary Homeless Outreach and Engagement teams link unhoused riders to social services and housing solutions.

#### **Equipos HOME**

Los equipos multidisciplinarios de atención a las personas sin hogar ponen en contacto a los pasajeros sin hogar con los servicios sociales y las soluciones de vivienda.



#### **Contracted Security**

Safeguard Metro stations and divisions and support other security needs.

#### Seguridad contratada

Protegen las estaciones y divisiones de Metro y apoyan otras necesidades de seguridad.













## Free transit for students with GoPass!

Students at participating K-12 schools and community colleges ride free on Metro and other transit agencies.

To find out if your district is participating, contact your school or visit metro.net/gopass.



## Agenda

- > Welcome
- > Today's Speakers & Metro's Plan
- > Project Background
- > Current Phase: Environmental Review
- > Our Journey So Far
- > Focus on Monorail Alternatives
- > Potential Removal of Alternative 2
- > Next Steps
- > Q&A



## **Today's Speakers**

- > Stephanie Molen, Community Relations Manager
- > Ray Sosa, Chief Planning Officer
- > Cory Zelmer, Deputy Executive Officer, Countywide Planning
- > Anthony Crump, Executive Officer, Community Relations



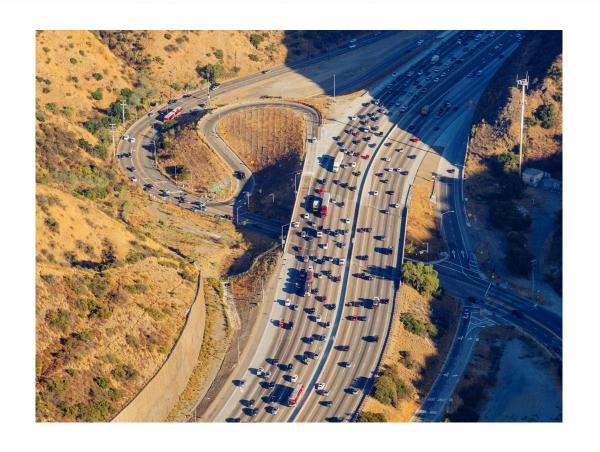
Metro has a plan to make it easier to get around.

The natural barrier created by the Santa Monica Mountains makes traveling between the Valley and the Westside complex and challenging – and will require innovation and multiple solutions.



## **Project Need**

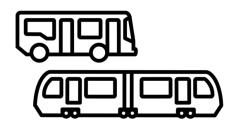
- Severe traffic congestion on I-405 especially during peak periods
- > Travel times are highly variable
- > Limited options for Valley-Westside travel
- > Over 400,000 weekday trips through the Sepulveda Pass
- > Less than 2 percent of trips in the Sepulveda Pass are made by transit

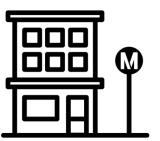


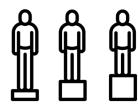


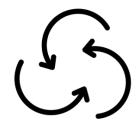
## **Project Goals & Objectives**

- > Improve Mobility
- > Improve Accessibility and Promote Equity
- > Provide a Cost-Effective Solution and Minimize Risk
- > Support Community and Economic Development
- > Protect Environmental Resources and Support a Sustainable Transportation System
- > Enhance Resiliency













## Our plan weaves efforts across four areas.

Better **Transit** 

Less Congestion

Complete Streets

Access to **Opportunity** 

We're intentionally focused on eliminating racial and socioeconomic disparities and advancing sustainable practices in everything we do.









# From Early Planning to Environmental Review

#### > 2016: Measure M

- Approved by LA County voters
- Includes a plan for highway and transit improvements between the San Fernando Valley, the Westside and LAX
- > 2017-2019: Sepulveda Transit Corridor Feasibility Study

Identified four feasible alternatives (three heavy rail; one monorail) between the Valley and the Westside

## > 2021: Pre-Development Agreements (PDAs)

Metro Board approved PDAs with two teams:

- LA SkyRail Express (monorail)
- Sepulveda Transit Corridor Partners (heavy rail)

#### > 2021: Initiation of Environmental Review

Metro initiates environmental review of six rail transit alternatives and the "No Project" alternative

**PDA:** An agreement with a contractor to initiate development of a project through a public-private partnership model designed to incentivize innovation



# **Alternatives Development Process (2019-2022)**

**Feasibility Study** 

**FALL 2019** 

**PDA Proposals** 

**SUMMER 2020** 

**PDAs Selected** 

SPRING/SUMMER 2021

**Public Scoping** 

2021-2022

**CONTINUING** 

**Environmental Review** 

> Heavy rail & monorail alternatives identified for further study

> RFP issued for PDAs



Six alternatives presented to the public



#### **Evolution of six alternatives**

#### **INITIAL PDA PROPOSALS**

- Alt. 1 (monorail w/electric bus to UCLA)
- Alt. 4 (heavy rail)



#### **AFTER PUBLIC INPUT**

- Alt. 3 (monorail w/ on campus UCLA station)
- Alt. 5 (heavy rail)



#### **METRO ADDITION**

- Alt. 6 (heavy rail)



#### PDA ADDITION (LASRE)

Alt. 2 (monorail w/APM to UCLA )

Metro environmental review and evaluation of alternatives





# Sepulveda Transit Corridor Project

# High-quality, reliable rail transit service connecting San Fernando Valley & Westside

#### All alternatives have:

- Northern terminus station at Van Nuys Metrolink/Amtrak Station
- > Southern terminus station at Metro E Line (Expo)
- > Maintenance & Storage Facility (MSF)
- > Connections to Metro's high-capacity transit lines:
  - East San Fernando Valley Light Rail Transit
  - Metro G Line (Orange)
  - Metro D Line (Purple)
  - Metro E Line (Expo)
- > Ability to extend south to LAX





# **Project Alternatives Overview**

- > Six build alternatives
  - Alternatives 1-3: Automated Monorail
  - Alternative 4-5:
     Automated Heavy Rail
  - Alternative 6: Driver
     Operated Heavy Rail
- > "No Project Alternative" as required by CEQA
- Metro is leading review of all alternatives



#### Sepulveda Transit Corridor



#### Sepulveda Transit Corridor

Alternative 2 (Monorail)



#### Sepulveda Transit Corridor Alternative 3 (Monorail)



#### Sepulveda Transit Corridor Alternative 4 (Heavy Rail)



#### Sepulveda Transit Corridor



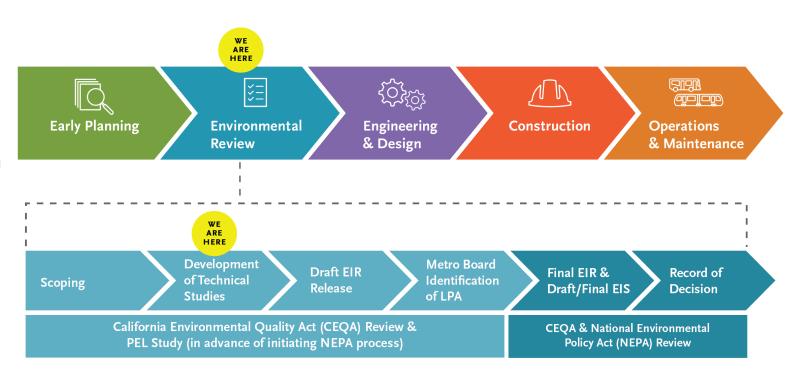
#### Sepulveda Transit Corridor Alternative 6 (Heavy Rail)



# **Environmental Review Process**

- Metro continuing technical studies for all alternatives
- > Studies consistent with CEQA, which requires range of alternatives
- > Concurrently, developing a "PEL" with FTA in anticipation of NEPA
- After public review of the DEIR,
   Metro Board will consider
   identifying an LPA
- Next, FEIR and NEPA review will complete environmental phase

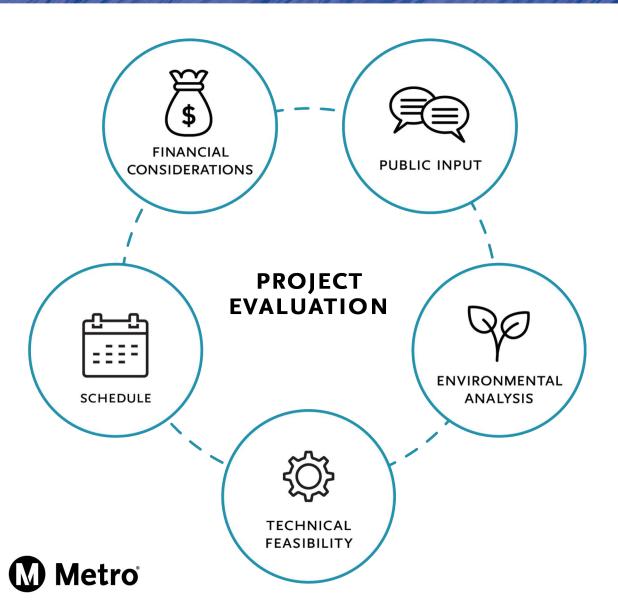




#### **List of Acronyms**

CEQA	California Environmental Quality Act	FEIS	Final Environmental Impact Statement
DEIR	Draft Environmental Impact Report	FTA	Federal Transit Administration
DEIS	Draft Environmental Impact Statement	LPA	Locally Preferred Alternative
EIR	Environmental Impact Report	NEPA	National Environmental Policy Act
EIS	Environmental Impact Statement	PEL	Planning and Environmental Linkages
FEIR	Final Environmental Impact Report		

# **Project Evaluation Inputs**



# **Environmental review is one component of Project Evaluation and will:**

- > Evaluate performance and benefits of alternatives
- Study potential impacts of construction, operation and maintenance
- Identify cumulative impacts of project on the environment
- > Identify and assess potential mitigation measures to address potential significant adverse impacts

# **Environmental Topics**

- > Air Quality
- > Community and Neighborhood
- > Cumulative Impacts
- > Ecosystems and Biological Resources
- > Energy
- Geotechnical, Subsurface, and Seismic Hazards and Hazardous Materials
- > Greenhouse Gas Emissions
- > Growth Inducement
- Historic, Archeological, and Paleontological Resources

- > Land Use and Development
- > Noise and Vibration
- > Parklands and Community Facilities
- > Real Estate and Acquisition
- > Safety and Security
- > Transportation
- > Tribal Cultural Resources
- > Visual Quality and Aesthetics
- > Water Resources
- > Wildfire









































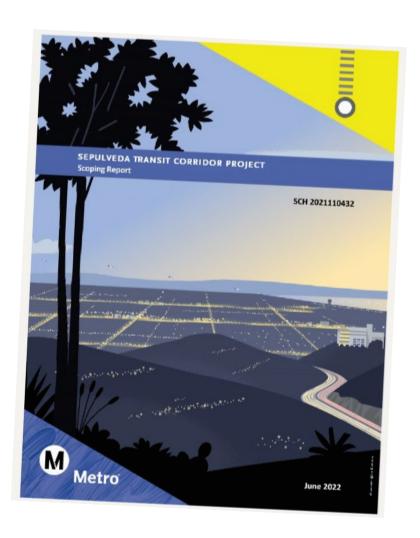




# We've Heard You: 2021-2022

- > Scoping (Nov. 2021 Feb. 2022)
  - > Three virtual meetings (550+ attendees)
  - > 3,100+ submissions
    - > Support for or opposition to modes/alternatives
    - > Environmental concerns, including cumulative impacts
    - > Equity Concerns
  - > Report Out (June 2022): Scoping report and virtual meeting
- > Survey (Summer 2022)
  - > Telephone/online in English & Spanish
  - > 1,032 respondents
    - > Travel time
    - > Construction duration
    - > Underground vs. elevated rail
    - > Connections to UCLA, Metro D Line
  - > Report Out (Dec. 2022): Board report and eblast





# We've Heard You: 2023-Present

### > Station Location Open Houses (Jan. 2023)

- > Two in-person, one virtual meeting (500+ attendees)
- > 1,800+ submissions
  - > Interest in heavy rail alternatives
  - > Support for on-campus UCLA stop
  - > Questions about monorail connections to UCLA
  - > Importance of connections to D and E Lines
- > Report Out (Aug. 2023): Board report and eblast

## > Travel Time & Boardings Meetings (Oct./Nov. 2023)

- > Two in-person, one virtual meeting (500+ attendees)
- > 720+ submissions
  - > Support for heavy rail alternatives
  - > Opposition to monorail alternatives
  - > Support for an on-campus UCLA station/stop
- > Report Out (March 2024): Board report and eblast





# **How We've Kept You Informed (2021-Present)**



Public Meeting
Attendance: 2,175+

Outreach Booths





Total Stakeholders Engaged



5,900+
Comment Submissions
Received







# **Today's Meeting & What's to Come**

## **Information being shared NOW**

- ✓ Information about monorail alternatives under consideration
- ✓ Decision process for possible elimination of Alternative 2

# Topics under study Will be shared prior to DEIR release

- ✓ Costs construction & operations
- Impacts from construction & operations
- Associated mitigations
- ✓ Construction schedule
- ✓ Project benefits















# Future Customer Journey - Alt. 1

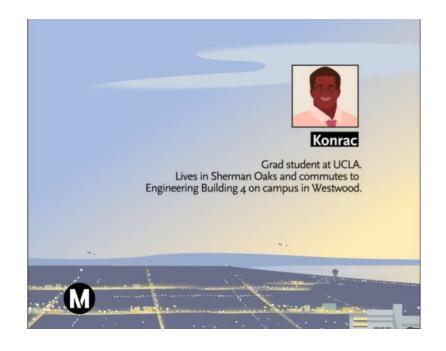
> Hotel worker in Santa Monica traveling from Panorama City via Van Nuys to Downtown Santa Monica via Expo on Alt. 1





# Future Customer Journey – Alt. 2

> Grad student at UCLA who lives in Sherman Oaks traveling from Ventura Blvd Station to UCLA on Alt. 2





# Future Customer Journey – Alt. 3

> Paralegal from Valley Glen working in Century City traveling from Van Nuys to Century City/Constellation Station on Alt. 3

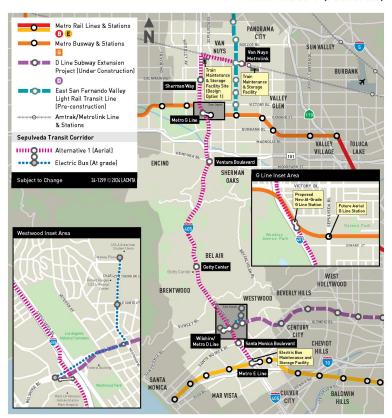






# **Project Monorail Alternatives Overview**

#### Alternative 1 (Monorail)

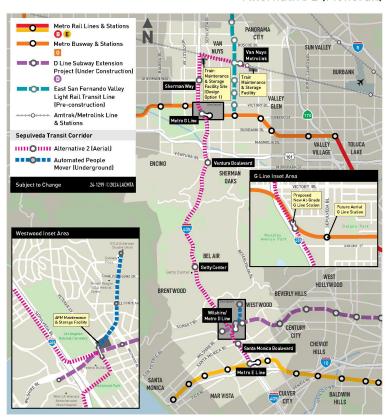


#### Alternative 1 (Monorail)

- Fully aerial
- Connects to Purple Line @ Wilshire/VA
- Electric bus to UCLA



#### Alternative 2 (Monorail)



#### Alternative 2 (Monorail)

- Fully aerial
- Connects to Purple Line @ Wilshire/Veteran Av
- Underground automated people mover to UCLA

#### Alternative 3 (Monorail)



#### **Alternative 3 (Monorail)**

- Aerial except underground between Getty Center and Wilshire
- Connects to Purple Line @ Wilshire/Veteran Av
- On campus UCLA monorail station

# **Project Monorail Alternatives at a Glance**

	Alt. 1	Alt. 2	Alt. 3
Length (miles)	15.3	15.8	16.2
Configuration	Aerial	Aerial	Aerial/ Underground
Stations	8		9
Connection to UCLA	Electric Bus from D Line Westwood/VA Station	Automated people mover (APM) connection from Wilshire Bl Station	Underground station on- campus at Gateway Plaza
End-to-end travel time (mins)	(mins) 28 30		32
Travel time from Van Nuys Metrolink to UCLA (mins)	39 With transfer to Electric Bus	32 With transfer to APM	24
Projected Weekday Boardings	rojected Weekday Boardings 64,798		86,013



# Alternative 2 Removal – Background

- > Last alternative to be included of six that were presented at scoping when CEQA began
- > It was added at the request of LA SkyRail Express (LASRE) in 2021
- > LASRE requested removal of Alternative 2 based on its own review, comparison with Alternatives 1 and 3
- > Metro independently reviewed LASRE request and determined that from an environmental perspective:
  - > Alternative 2 is challenged to provide advantages over the other alternatives
  - > A reasonable range of alternatives would remain for public participation and informed decision-making
- > Public feedback will help inform whether Alternative 2 should remain eliminated

#### Alternative 2 (Monorail)



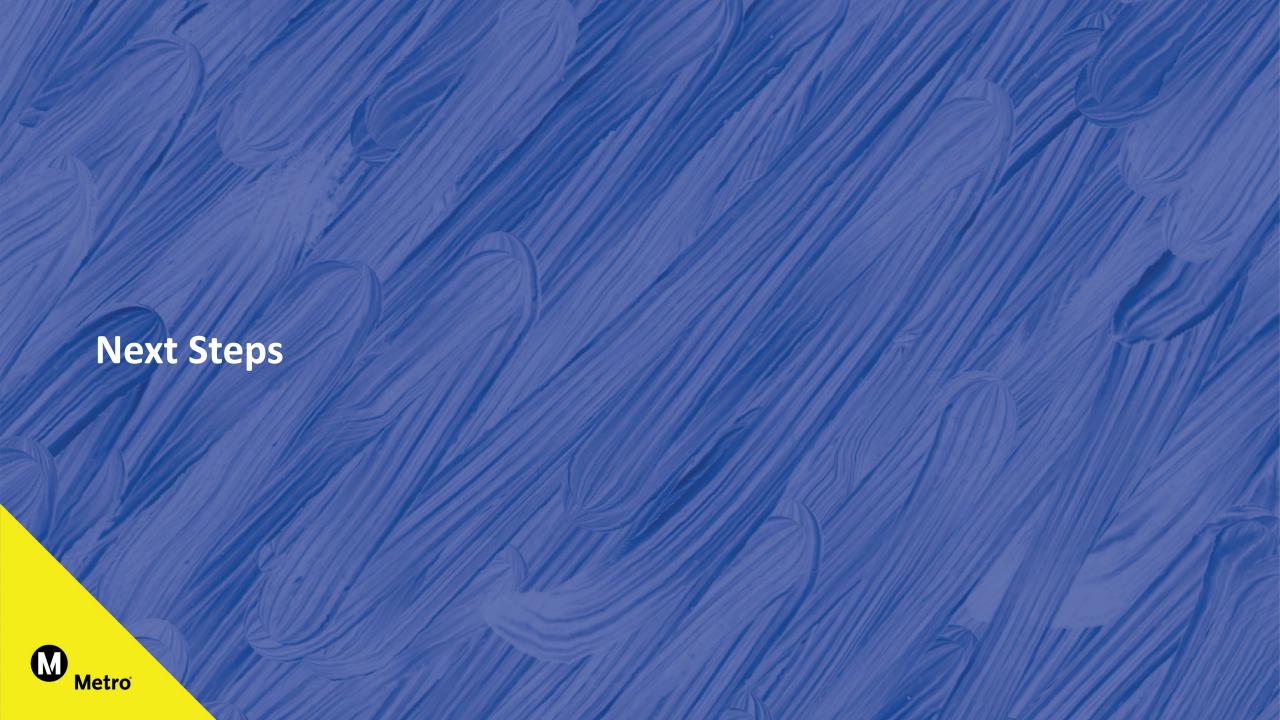


# **Removal of Alternatives**

- > An alternative can be withdrawn per CEQA Guidelines Section 15126.6(f)
  - > Documented in "Alternatives Considered but Rejected" section of EIR, and/or administrative record
- > This has occurred in other Planning Studies including:
  - > D/Purple Line Extension
  - > Southeast Gateway Line
  - > East San Fernando Valley Transit Corridor
  - > Crenshaw/LAX, etc.
- > As EIR study progresses, alternatives may be further modified due to new information or public input
  - > EIR will clearly describe alternatives evaluated
- > Metro will continue to keep the public informed as environmental review continues







# **Next Steps**

- > Continued technical analysis of alternatives
- > Additional outreach before Draft EIR release (anticipated early 2025)
- > Future updates to include:
  - Construction and operating cost estimates
  - Impacts from construction and operations
    - Noise
    - Vibration
    - Other
  - Mitigation measures
  - Construction schedule





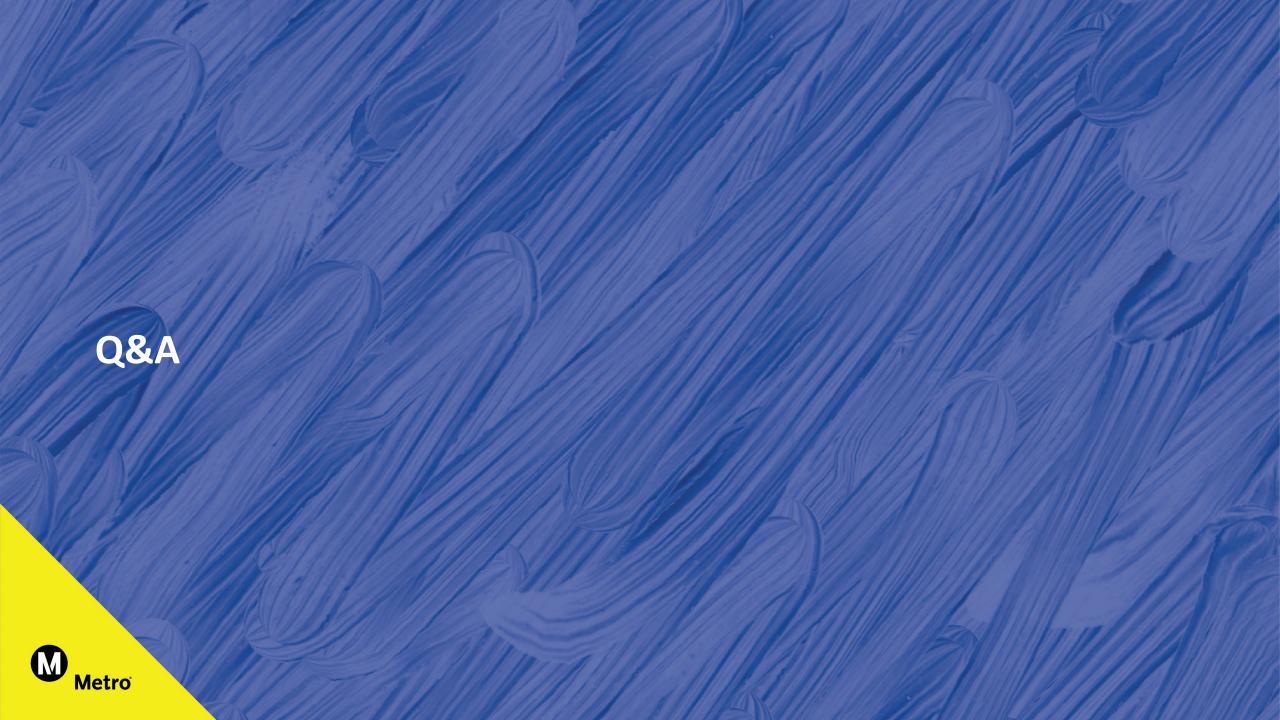
## **Alternative 2 Decision**

- > Metro decision based on factors including technical information, environmental considerations, and public input
  - > Stakeholders are encouraged to submit input by Thursday, May 23, 2024
    - In-person at our community meetings
    - Using QR code
    - Via email: <u>sepulvedatransit@metro.net</u>
    - By U.S. Mail to:
       Peter Carter, Project Manager
       Metro
       One Gateway Plaza, Mail Stop 99-22-6
       Los Angeles, CA 90012



- > Summary report on feedback received
- > Report and decision regarding Alt. 2 will be released to Metro Board and public





# **How to Submit Questions Today**

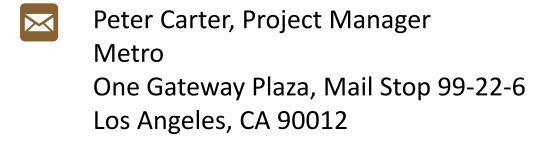
- > Using Q&A card
- > Due to limited time, we will focus on questions of broadest interest
- > All questions and input will be shared with the team



Thank you for joining us! Please stay connected!



# **Stay Connected**









@metrolosangeles

**f** losangelesmetro









We're exploring alternatives to the 405. Estamos explorando alternativas para la 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT



# Código de Conducta

Metro está comprometido a asegurar que todos los participantes puedan compartir de manera justa y clara ideas, comentarios e inquietudes sobre este proyecto. Para brindar un proceso seguro y equitativo, solicitamos su ayuda.

#### Durante esta reunión, favor de:

- > Respetar el formato de la reunión.
- Tratar a otros miembros de la comunidad,
   representantes de agencias, personal de Metro
   y otras personas.
   con respeto
- > Dirigir todos los comentarios al personal y consultores de Metro.
- Mantener un tono conversacional



# Seguridad a Bordo

El ecosistema de seguridad pública de múltiples capas de Metro aborda el crimen, ayuda a quienes lo necesitan y mejora la experiencia del cliente

Para obtener más información vaya a: <a href="mailto:metro.net/riding/safety-security/">metro.net/riding/safety-security/</a>

# We're here to help.

# Estamos aquí para ayudar.



#### **TAP Blue Shirts**

Answer your questions about fare and help you with purchasing and using TAP cards.

#### Personal de TAP de camisas azules

Responden a sus preguntas sobre las tarifas y ayudan con la compra y el uso de las tarjetas TAP.



### Metro Transit Security Officers (TSOs)

Enforce Metro Code of Conduct, including fare compliance.

#### Agentes de seguridad de tránsito de Metro

Hacer cumplir el Código de conducta de Metro, incluido el cumplimiento de tarifas.



#### Metro Ambassadors

Support you during your journey, connect you to resources and report any maintenance or safety issues.

#### Metro Ambassadors

Lo apoyan durante su viaje, lo conectan con recursos e informan sobre cualquier problema de mantenimiento o seguridad.



#### **Law Enforcement**

Patrol Metro stations, trains and buses to prevent and address crime.

#### Cuerpo policial

Patrullan estaciones de Metro, trenes y autobuses para prevenir y combatir el crimen.



#### **HOME Teams**

Multidisciplinary Homeless Outreach and Engagement teams link unhoused riders to social services and housing solutions.

#### **Equipos HOME**

Los equipos multidisciplinarios de atención a las personas sin hogar ponen en contacto a los pasajeros sin hogar con los servicios sociales y las soluciones de vivienda.



#### Contracted Security

Safeguard Metro stations and divisions and support other security needs.

#### Seguridad contratada

Protegen las estaciones y divisiones de Metro y apoyan otras necesidades de seguridad.

















# (M) Metro

# ¡Transporte público gratuito para estudiantes con GoPass!

Los estudiantes de escuelas de K-12 y colegios comunitarios participantes viajan gratis en Metro y otras agencias de transporte público.

Para saber si su distrito está participando, comuníquese con su escuela o visite metro.net/gopass.

# Agenda

- > Bienvenida
- > Los Oradores de Hoy y el Plan de Metro
- > Antecedentes del Proyecto
- > Fase Actual: Revisión Ambiental
- > Nuestra Trayectoria Hasta Ahora
- > Enfoque en Alternativas de Monorriel
- > Posible Eliminación de la Alternativa 2
- > Próximos Pasos
- > Preguntas y Respuestas



# Los Oradores de Hoy

- > Stephanie Molen, Gerente de Relaciones Comunitarias
- > Ray Sosa, Director de Planeación
- > Cory Zelmer, Director Ejecutivo Adjunto, Planeación a Nivel del Condado
- > Anthony Crump, Director Ejecutivo, Relaciones Comunitarias



Metro tiene un plan para facilitar el desplazamiento.

La barrera natural creada por la Sierra de Santa Monica hace que viajar entre el Valley y el Westside sea todo un desafío - y requerirá innovación y múltiples soluciones.



## **Necesidad del Proyecto**

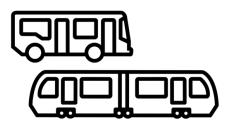
- > Grave congestión de tráfico en la I-405, especialmente durante los periodos de pico
- > Los tiempos de viaje son muy variables
- > Opciones limitadas para viajar de Valley-Westside
- Más de 400,000 viajes entre semana por el Sepulveda Pass
- Menos del 2 por ciento de los viajes en el
   Sepulveda Pass se realizan en transporte público



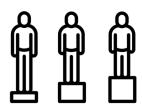


## Metas y Objetivos del Proyecto

- > Mejorar la Movilidad
- > Mejorar la Accesibilidad y Promover la Equidad
- > Brindar una Solución Rentable y Minimizar los Riesgos
- > Apoyar el Desarrollo Económico y Comunitario
- > Proteger los Recursos Ambientales y Sustentar un Sistema de Transporte Sostenible
- > Mejorar la Resiliencia













## Nuestro plan entrelaza esfuerzos en cuatro áreas.

Mejor Transporte

Menos Congestión Calles Completas Acceso a la Oportunidad

Estamos intencionalmente enfocados en eliminar las disparidades raciales y socioeconómicas y promover prácticas sostenibles en todo lo que hacemos.



Equidad



Sustentabilidad





## De la Planeación Temprana a la Revisión Ambiental

#### > 2016: Medida M

- Aprobada por los votantes del Condado de Los Angeles
- Incluye un plan para mejoras de carreteras y transporte público entre San Fernando Valley, Westside y LAX
- > 2017-2019: Corredor de Transporte de Sepulveda

Se identificaron cuatro alternativas factibles (tres trenes pesados; un monorriel) entre el Valley y el Westside

> 2021: Acuerdos Pre-Desarrollo (PDA, por sus siglas en inglés)

La Junta de Metro aprobó PDAs con dos equipos:

- LA SkyRail Express (monorriel)
- Sepulveda Transit Corridor Partners (ferrocarril pesado)
- > 2021: Inicio de la Revisión Ambiental

Metro inicia la revisión ambiental de seis alternativas de transporte ferroviario y la alternativa de "Ningún Proyecto"

**PDA:** Un acuerdo con un contratista para iniciar el desarrollo de un proyecto a través de un modelo de asociación público-privada diseñado para incentivar la innovación



## Proceso de Desarrollo de Alternativas (2019-2022)

Estudio de **Factibilidad**  **Propuestas PDA** 

**PDA seleccionados** 

**Alcance Público** 

Revisión Ambiental

**OTOÑO DE 2019** 

VERANO DE 2020

PRIMAVERA/VERANO **DE 2021** 

2021-2022

**CONTINUO** 

> Alternativas de ferrocarril pesado y de monorriel identificadas para mayor estudio



> Solicitud de Propuesta (RFP, por sus siglas en inglés) emitida para los PDA



Seis alternativas presentadas al público



#### Evolución de seis alternativas

#### **PROPUESTAS PDA INICIALES**

- Alt. 1 (monorriel con autobús eléctrico a UCLA)
- Alt. 4 (ferrocarril pesado)



- Alt. 3 (monorriel)
- **Alt. 5** (ferrocarril pesado)

#### ADICIÓN DE METRO

- Alt. 6 (ferrocarril pesado)



#### ADICIÓN DE PDA (LASRE)

Alt. 2 (monorriel con Transporte de Personas Automatizado (APM, por sus siglas en inglés) a UCLA)

Revisión ambiental y evaluación de alternativas de Metro





## Proyecto del Corredor de Transporte de Sepulveda

# Servicio de transporte ferroviario confiable y de alta calidad que conectará San Fernando Valley y el Westside

#### Todas las alternativas tienen:

- > Estación terminal norte en la Estación de Van Nuys Metrolink/Amtrak
- > Estación terminal sur en la Línea E (Expo) de Metro
- > Instalación de Mantenimiento y Almacenamiento (MSF, por sus siglas en inglés)
- > Conexiones a las líneas de transporte de alta capacidad de Metro:
  - > Transporte de Tren Ligero de East San Fernando Valley
  - > Línea G de Metro (Orange, en inglés)
  - > Línea D de Metro (Purple, en inglés)
  - > Línea E de Metro (Expo)
- > Posibilidad de extenderse hacia el sur a LAX





## Descripción General de las Alternativas del Proyecto

- > Seis alternativas de construcción
  - > Alternativas 1-3:

    Monorriel Automatizado
  - Alternativas 4-5:Ferrocarril PesadoAutomatizado
  - Alternativa 6:Ferrocarril Pesado Operado por Conductor
- "Alternativa de NingúnProyecto" según lo requiereCEQA
- > Metro está liderando la revisión de todas las alternativas



# Sepulveda Transit Corridor Alternative 1 (Monorail) Mare Balway & Stations On Line & Stations On Line

Sepulveda Transit Corridor

Alternative 4 (Heavy Rail)

REGION

WORTHA

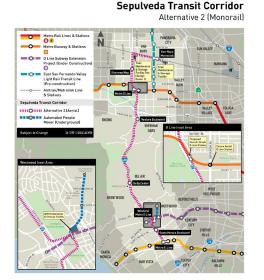
REGION

WORTHA

REGION

WORTHA

REGION





#### Sepulveda Transit Corridor Alternative 3 (Monorail)

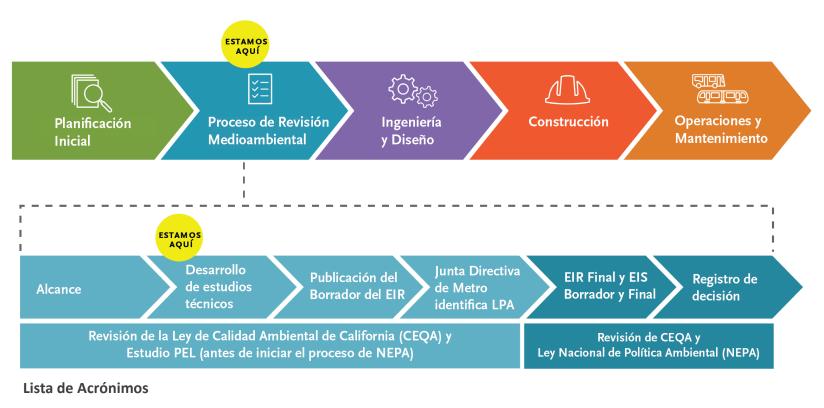


#### Sepulveda Transit Corridor



#### Proceso de Revisión Ambiental

- Metro continúa realizando estudios técnicos para todas las alternativas
- > Estudios coherentes con CEQA, que requiere diversas alternativas.
- Al mismo tiempo, desarrollar un PEL con la FTA a la expectativa de la NEPA
- Después de la revisión pública del DEIR, la Junta de Metro considerará identificar una LPA
- Posteriormente, la revisión del FEIR y NEPA completará la fase ambiental



CEQA	Ley de Calidad Ambiental de California	FEIS	Declaración de Impacto Ambiental Final
DEIR	Borrador del Reporte de Impacto Ambiental	FTA	Administración Federal de Transporte
DEIS	Borrador de la Declaración de Impacto Ambiental	LPA	Alternativa Localmente Preferida
EIR	Reporte de Impacto Ambiental	NEPA	Ley Nacional de Política Ambiental
EIS	Declaración de Impacto Ambiental	PEL	Planeación y Vinculación Ambiental
FEIR	Reporte de Impacto Ambiental Final		



## Aportes de la Evaluación del Proyecto



# El análisis ambiental es un componente de la Evaluación del Proyecto y:

- Evaluará el desempeño y beneficios de las alternativas
- Estudiará los posibles impactos de la construcción, operación y mantenimiento
- > Identificará los impactos acumulativos del proyecto en el medio ambiente
- Identificará y evaluará posibles medidas de mitigación para abordar posibles impactos adversos significativos



## Los temas para el estudio ambiental incluyen

- > Calidad del Aire
- > Comunidad y Vecindario
- > Impactos Acumulativos
- Ecosistemas y Recursos Biológicos
- > Energía
- Peligros Geotécnicos, Subterráneos y Sísmicos y Materiales Peligrosos
- > Emisiones de Gases de Efecto Invernadero
- > Incentivo al Crecimiento
- Recursos Históricos, Arqueológicos y Paleontológicos

- > Uso de Suelo y Desarrollo
- > Ruido y Vibración
- > Parques e Instalaciones Comunitarias
- > Bienes Raíces y Adquisiciones
- > Seguridad y Protección
- > Transporte
- > Recursos Culturales Tribales
- > Calidad Visual y Estética
- > Recursos Hídricos
- > Incendios Forestales







































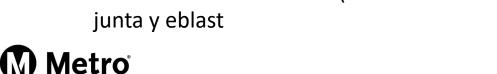


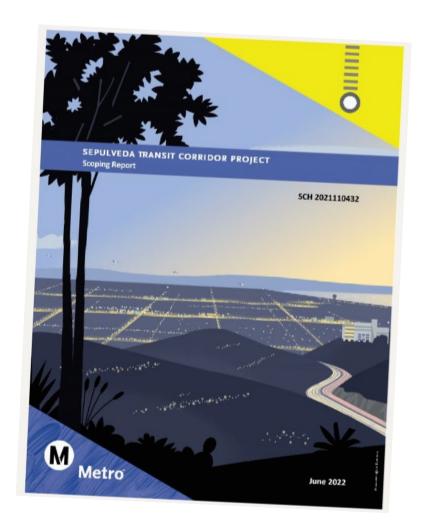




#### Lo Hemos Escuchado: 2021-2022

- > Alcance (noviembre de 2021 febrero de 2022)
  - > Tres reuniones virtuales (550+ asistentes)
  - > 3,100+ envíos
    - > Apoyo u oposición a modos/alternativas
    - > Preocupaciones ambientales, incluyendo los impactos acumulativos
    - > Preocupaciones de Equidad
  - Presentación de Informe (junio de 2022): Informe de alcance y reunión virtual
- > Encuesta (verano de 2022)
  - > Teléfono/en línea en inglés y español
  - > 1,032 encuestados
    - > Tiempo de viaje
    - > Duración de la construcción
    - > Tren subterráneo o elevado
    - > Conexiones a UCLA, Línea D de Metro
  - Presentación de Informe (diciembre de 2022): Informe de la junta y eblast





## Hemos Escuchado: 2023-presente

#### > Sesiones de Puertas Abiertas en Estaciones (enero de 2023)

- > Dos reuniones presenciales y una virtual (500+ asistentes)
- > 1,800+ envíos
  - > Interés en alternativas de ferrocarril pesado
  - > Apoyo para la parada en el plantel de UCLA
  - > Preguntas sobre las conexiones del monorriel a UCLA
  - > Importancia de las conexiones a las Líneas D y E
- > Presentación de Informe (agosto de 2023): Informe de la junta y eblast

#### > Reuniones de Tiempos de Viaje y Abordajes (octubre/noviembre de 2023)

- > Dos reuniones presenciales y una virtual (500+ asistentes)
- > 720+ envíos
  - > Apoyo para las alternativas de ferrocarril pesado
  - > Oposición a las alternativas del monorriel
  - > Apoyo para la parada/estación en el plantel de UCLA
- > Presentación de Informe (marzo de 2024): Informe de la junta y eblast





## Cómo Lo Hemos Mantenido Informado (2021-presente)



**Puestos de Alcance** 

6,500+

Asistencia a Reuniones **Públicas** 

Distribución de Eblast a

**Contactos** 

**Total de Partes Interesadas Participantes** 



5,900+ **Envíos de Comentarios Recibidos** 







## La Reunión de Hoy y Qué Está por Venir

# Información que se está compartiendo AHORA

- ✓ Información sobre las alternativas de monorriel que se están considerando
- ✓ Proceso de decisión para la posible eliminación de la Alternativa 2



#### Temas en estudio. Se compartirá antes de la publicación del DEIR.

- ✓ Costos construcción y operaciones
- ✓ Impactos de la construcción y operaciones
- Mitigaciones asociadas
- ✓ Calendario de construcción
- ✓ Beneficios del proyecto





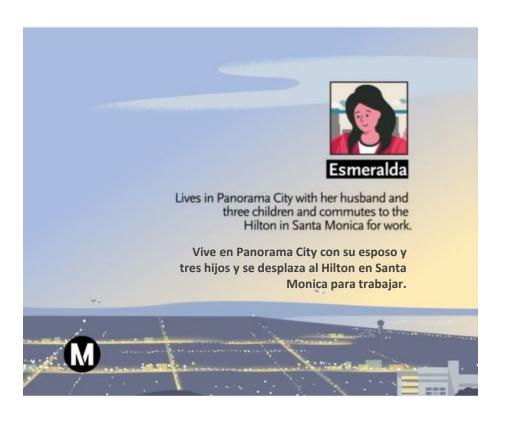






## Mapa del Recorrido del Cliente - Alt. 1

> Trabajador de hotel en Santa Monica que viaja de Panorama City vía Van Nuys hasta el centro de Santa Monica vía Expo en la Alt. 1





## Mapa del Recorrido del Cliente – Alt. 2

> Estudiante de posgrado en UCLA. Vive en Sherman Oaks y se desplaza al Edificio 4 de Ingeniería en el plantel en Westwood.



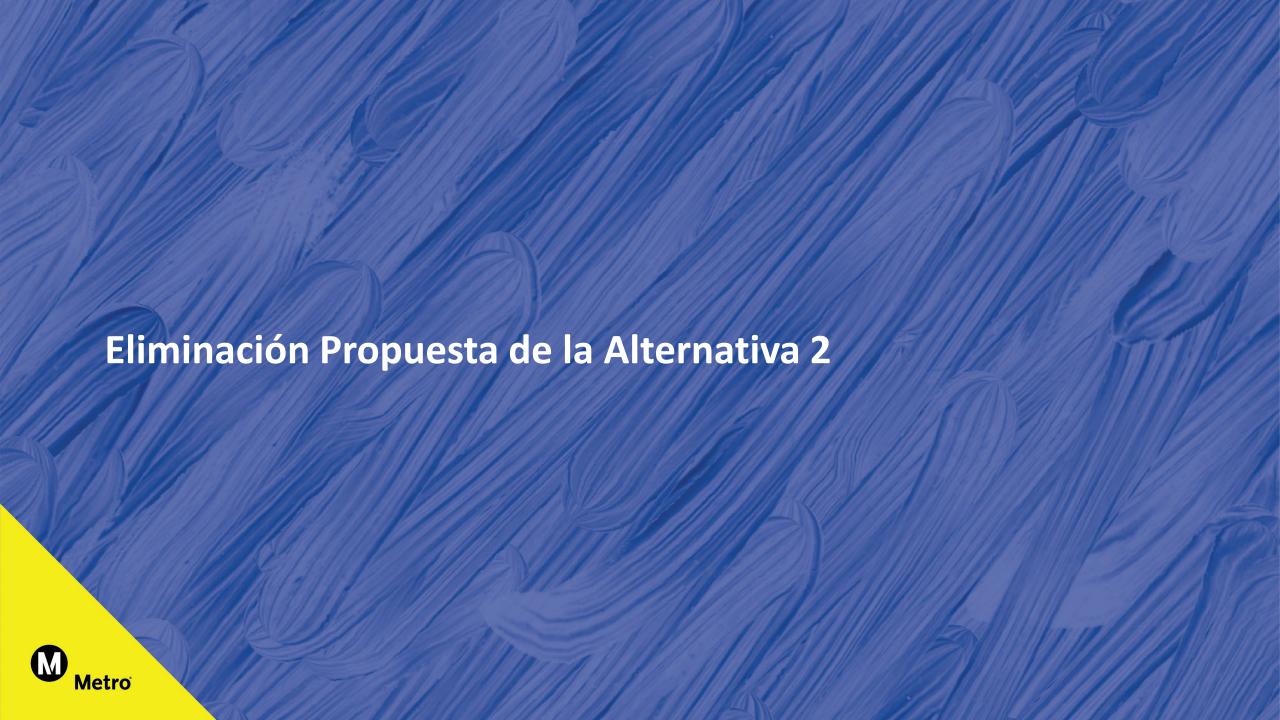


## Mapa del Recorrido del Cliente – Alt. 3

> Trabaja como asistente legal en una firma legal del entretenimiento. Vive en Valley Glen y se desplaza a su trabajo en Century City.

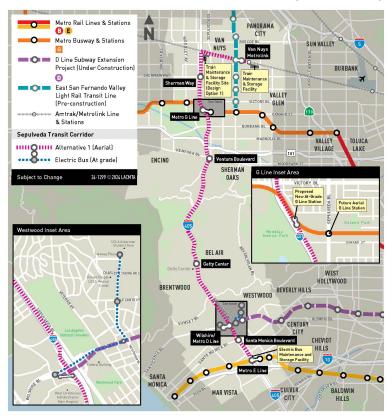






# Descripción General de las Alternativas de Monorriel del Proyecto

#### Alternativa 1 (Monorriel)



#### Alternativa 1 (Monorriel)

- Totalmente aéreo
- Se conecta a la Línea Purple en Wilshire/VA
- Autobús eléctrico a UCLA

#### **Alternativa 2 (Monorriel)**



#### Alternativa 2 (Monorriel)

- Totalmente aéreo
- Se conecta a la Línea Purple en Wilshire/Veteran
- Transporte de personas automatizado subterráneo a UCLA

#### **Alternativa 3 (Monorriel)**



#### Alternativa 3 (Monorriel)

- Aérea excepto parte subterránea entre Getty Center y Wilshire
- Se conecta a la Línea Purple en Wilshire/Veteran
- Estación monorriel en el plantel de UCLA



## Resumen de las Alternativas Monorriel del Proyecto

	Alt. 1	Alt. 2	Alt. 3
Longitud (millas)	15.3	15.8	16.2
Configuración	Aérea	Aérea	Aérea/ Subterránea
Stations Estaciones	8	8	9
Conexión a UCLA	Autobús eléctrico de la Línea D de la Estación Westwood/VA	Conexión al transporte de personas automatizado (APM) desde la estación Wilshire Bl	Estación subterránea en el plantel en Gateway Plaza
Tiempo de viaje de un extremo al otro (minutos)	28	30	32
Tiempo de viaje desde Van Nuys Metrolink a UCLA (minutos)	39 Con transbordo a Autobús Eléctrico	32 Con transbordo al APM	24
Abordajes proyectados entre semana	64,798	69,985	86,013



#### Eliminación de la Alternativa 2 - Antecedentes

- > Fue la última alternativa en ser incluida de las seis que se presentaron en la evaluación del alcance cuando comenzó la CEQA
- > Fue agregada a solicitud de LA SkyRail Express (LASRE) en 2021.
- LASRE solicitó la eliminación de la Alternativa 2 basándose en su propia revisión, comparación con las Alternativas 1 y 3
- > Metro revisó de forma independiente la solicitud de LASRE y determinó que:
  - > La alternativa 2 tiene el desafío de ofrecer ventajas sobre las otras alternativas.
  - > Quedaría una variedad razonable de alternativas para la participación pública y la toma de decisiones informada.
- > Los comentarios del público ayudarán a informar si la Alternativa 2 debe permanecer eliminada

#### **ALTERNATIVA 2**





#### Eliminación de Alternativas

- > Se puede retirar una alternativa según la Sección 15126.6(f) de las Directrices de CEQA.
  - > Documentado en la sección "Alternativas Consideradas pero Rechazadas" del EIR y/o registro administrativo
- > Esto ha ocurrido en otros Estudios de Planeación incluyendo:
  - > La Extensión de la Línea D/Purple
  - > Línea Southeast Gateway
  - > Corredor de Transporte de East San Fernando Valley
  - > Crenshaw/LAX, etc.
- > A medida que avanza el estudio del EIR, las alternativas pueden modificarse aún más debido a nueva información o aportes del público.
  - > El EIR describirá claramente las alternativas evaluadas
- Metro continuará manteniendo informado al público mientras continúa la revisión ambiental







#### **Próximos Pasos**

- > Análisis técnico continuo de alternativas
- Difusión adicional antes de la publicación del borrador del EIR (previsto para principios de 2025)
- > Actualizaciones futuras que incluirán:
  - > Estimaciones de costos de construcción y operación.
  - > Impactos de la construcción y operaciones
    - > Ruido
    - > Vibración
    - > Otro
  - > Medidas de mitigación
  - > Calendario de construcción





#### Decisión de la Alternativa 2

- > La decisión de Metro basada en factores que incluyen información técnica, consideraciones ambientales y aportes del público
  - > Se anima a las partes interesadas a enviar sus comentarios a más tardar el jueves, 23 de mayo de 2024
    - > En persona en nuestras reuniones comunitarias
    - > Al utilizar el código QR
    - > Vía correo electrónico: sepulvedatransit@metro.net
    - > Por Correo Postal de EE. UU. a: Peter Carter, Project Manager Metro
      - One Gateway Plaza, Mail Stop 99-22-6 Los Angeles, CA 90012
- > Informe resumido sobre los comentarios recibidos
- > El informe y decisión sobre la Alt. 2 serán publicados a la Junta de Metro y al público







## Cómo Enviar Preguntas Hoy

- > Use una tarjeta de Preguntas y Respuestas (Q&A)
- Debido al tiempo limitado, nos concentraremos en las preguntas de mayor interés
- > Todas las preguntas y comentarios serán compartidos con el equipo del proyecto

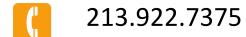


¡Gracias por acompañarnos! ¡Por favor manténgase conectado!

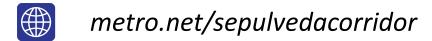


## **Manténganse Conectado**

Peter Carter, Project Manager
Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012







@metrolosangeles

**f** losangelesmetro



